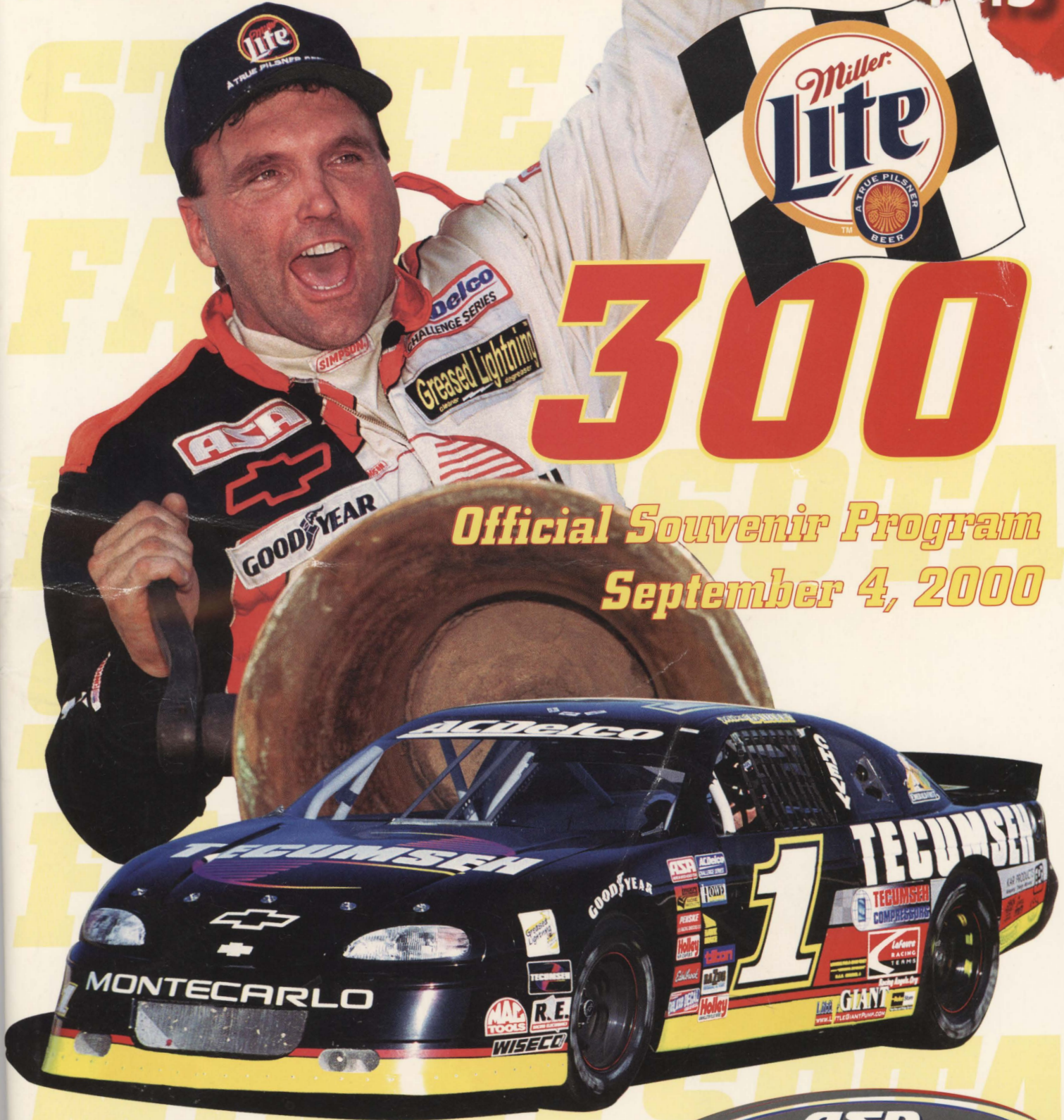


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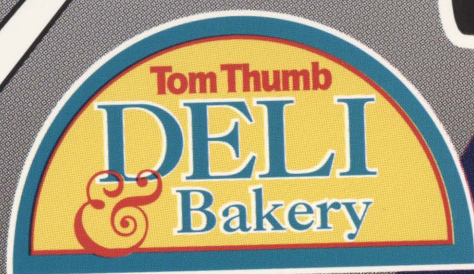
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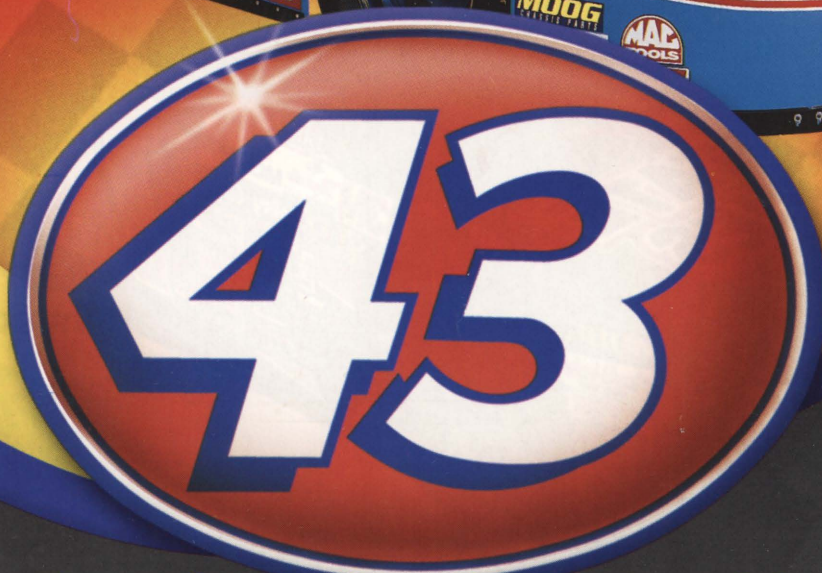
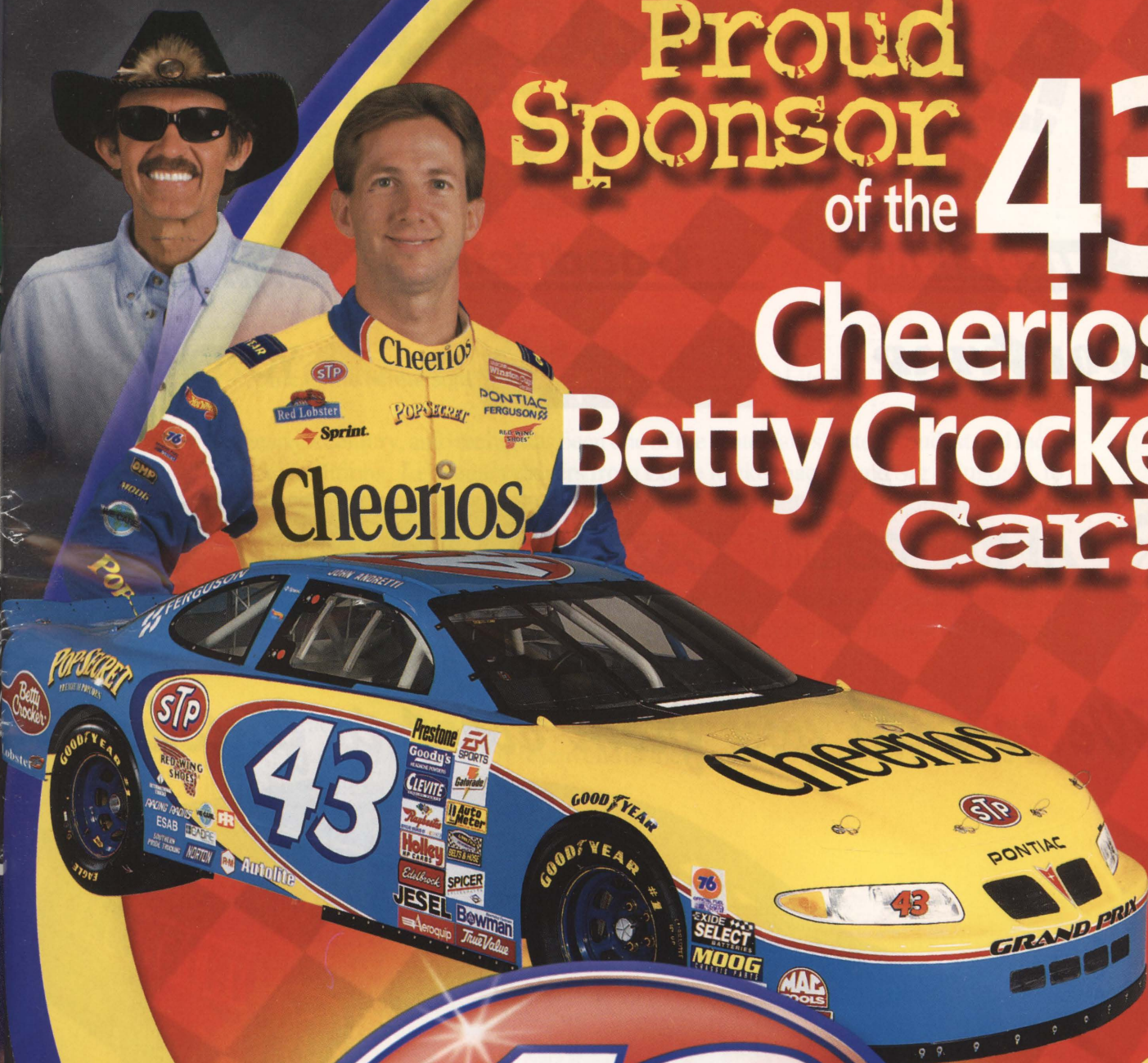


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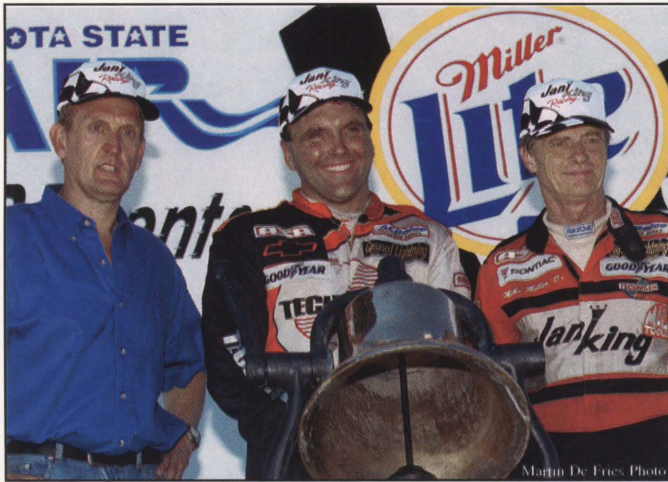
Today, you'll see the top stars of the American Speed Association competing on one of the finest half-mile tracks in the country. Who knows? Maybe more history will be made today.

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Thanks for being our guest. Enjoy the race!

Jerry Hammer
Executive Vice President

1999 MN State Fair Race Review



Race winner Mike Garvey (center) is flanked by 2nd place finisher Scott Hansen (left) and Mike Miller (right), 3rd place.

LaFavre Racing's Mike Garvey gave the hometown crowd more than ample reason to be excited and proud, as he captured the checkers at the Miller Lite 300 September 6th at the Minnesota State Fair. Garvey took the lead from two-time Miller Lite 300 champ Scott Hansen on lap 293 and held on to win by a two-car length margin. "Scott was so bad at the end, and I was so bad at the end," noted Garvey. "He raced me hard, and he raced me clean."

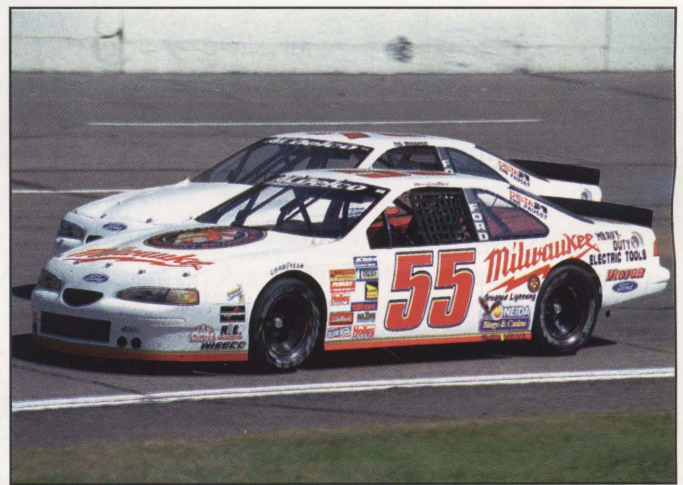
"We didn't want to see that caution," added Garvey about the race's final caution with some 15 laps remaining. "We wanted it to go green until the end. Luckily we had enough tires left. The harder we tried, the more we slipped. He ran me hard, and when I got underneath him, he gave me room."

It's been a year of challenges for Garvey, and LaFavre Racing had not enjoyed strong performances at the Fair in past years. But one win can quickly erase memories of certain struggles in the past.

"It means everything," said Garvey. "(Team owner) Scott (LaFavre) said we've had some problems this year, things we can't control. But if we could win the State Fair, he said this year is a success no matter what happens. We pulled this one off and can look forward to next year." "This is Utopia," said LaFavre. "It doesn't get any better than this."

For his part, Hansen, led the race three different times for a total of 40 laps but struggled with a car with which he was unfamiliar.

"The tires got away from us," said Hansen. "We just had a bad car all day, we worked with it and got it back to second. It was the best we could do. Mike was just being safe around the lapped traffic. We were unbelievably lucky to get second. We had a 20th place car all. It was the first time I sat in this car. It wasn't the car I wanted. They brought me a piece of junk. But I've got to thank all my ASA guys for all their hard work. That's what got us here (to second) - pits stops and the hard work of our crew." ASA points leader and New Prague-native Mike Miller put on one of the best shows late in the race, coming from a 16th spot on the race's final restart to finish third.



Martin De Fries Photo

Pole Sitter Kenny Wallace (55) captured 4th place.

"We were just a little bit too loose at the end, and I couldn't get on the throttle that much," said Miller. "We're really, really happy to finish third with as much adversity as we had today. My guys are just unbelievable. We had to change the motor this morning and just barely made the race. We think third is really good. Had we had another 20 or 25 laps of green, we might have been able to win." The podium finish puts Miller 92 points ahead of Tim Sauter, who finished 9th.

Former ASA Rookie of the Year and current Winston Cup regular Kenny Wallace placed fourth after starting on the pole, and defending series champion Gary St. Amant rounded out the top five.

The race included a record 22 lead changes among 10 different drivers coupled with a record 16 cautions for a total of 76 laps.

1999 Race Notes



Iten Motorsports drivers struggle with tires

Like so many teams that race at the State Fair, Twin Cities-based Iten Motorsports struggled with tires throughout the race. Mike Eddy and Ted Smokstad, the drivers who pilot the team's two DuPont-sponsored cars, finished 14th and 16th, respectively. Eddy ran up front and led some laps but fell back over the course of the race's final 20 circuits.

"It wasn't a bad day," said team owner Marty Iten. "The tires for about the last 50 laps started to go away from us. Mike Eddy did everything he did to hold on to the car; we just ran out of tires. It's like sandpaper out there."

Mars faces bad luck

LaFavre racing's other driver, Jimmy Mars, qualified 12th and finished 19th.

"We were as competitive as anyone, and then we got a flat left rear," said Mars. "We needed a caution. When we came in and put lefts on, we were already two laps down. When you have bad breaks go against you, it's the only thing that's been holding us back. We've got to get our bad luck out of it. Right now I can see we've adapted well. I don't think we're going to be back runners by any means."

Swanson makes ASA debut, some local drivers miss the show

Gordy Swanson made his ASA debut, quali-



Martin De Fries Photo

Jimmy Mars' day was ruined by this flat tire

fying 34th and finishing 30th. "It went pretty good," said Swanson, who dropped out of the race on lap 139 after experiencing engine problems. "Just to make the race was a big accomplishment. My goal was just to stay out of trouble and not get into anybody's way. Everytime you go out you learn something. You can't beat seat time. That's the biggest thing."

Local drivers Paul Paine and Jodi Clark were among six drivers who did not make the show. Positions one thru 21 were determined strictly on qualifying times, while the remaining spots were based on a combination of qualifying times and provisionals.

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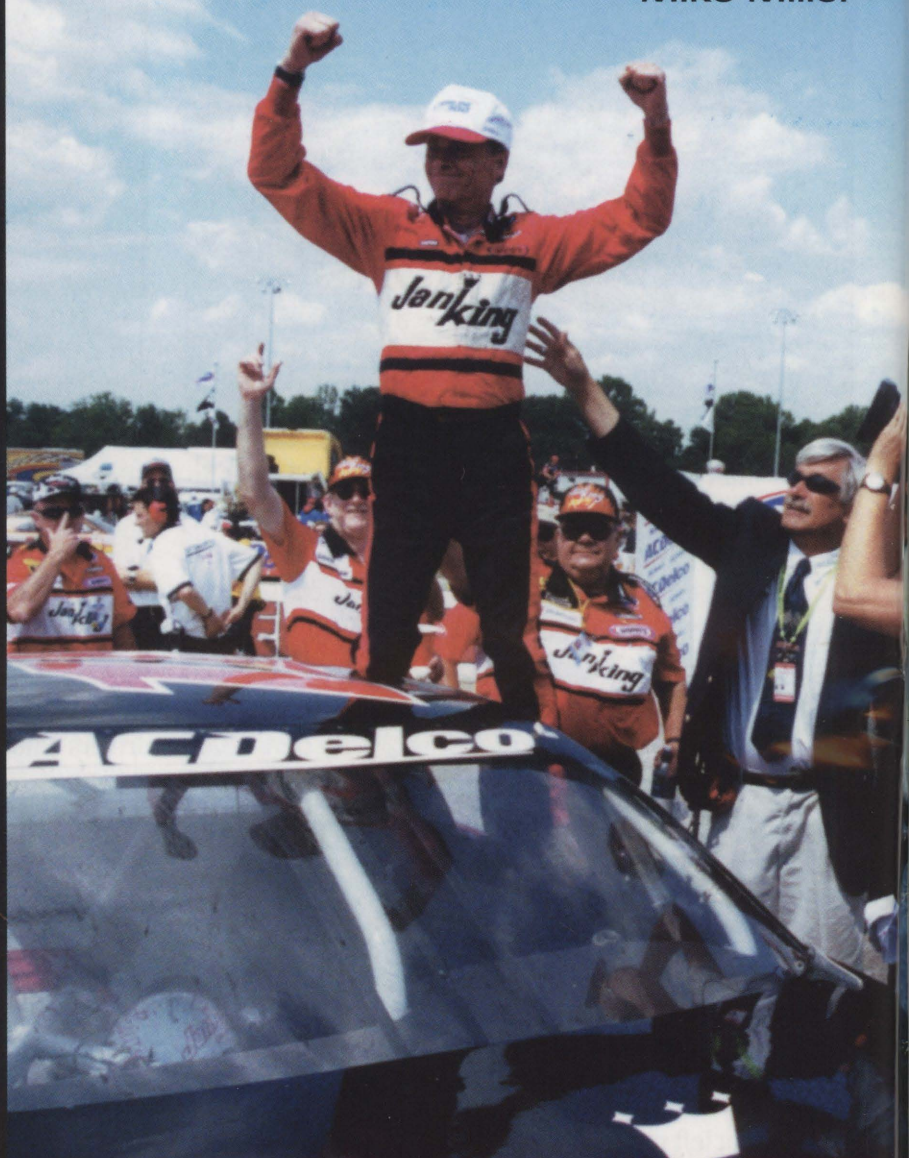


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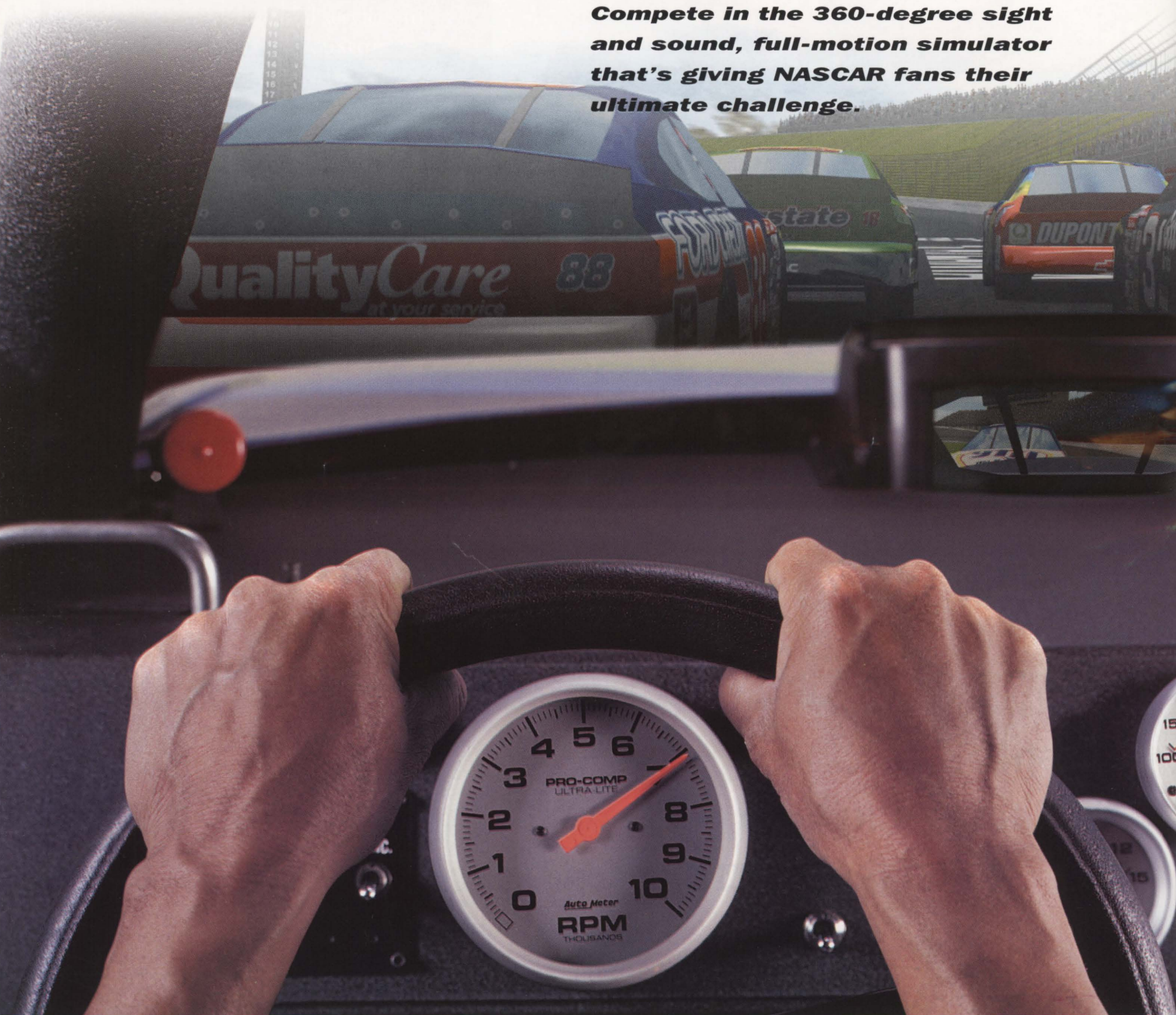
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Photo Courtesy ASA

LaFavre Racing Team member Kevin Cywinski

P&A With Scott LaFavre

Scott LaFavre, owner of Lakeville-based LaFavre Racing, has become one of the premier owners in ASA. He will attempt to put four drivers into the race at the Minnesota State Fair this year and has even bigger plans for years to come. What follows are some of his insights into the race at the Fair, the future of ASA and the role he would like to see LaFavre Racing play in that future.

Q: What did Mike Garvey's 1999 win in the Miller 300 at the Minnesota State Fair mean for you and your team?

A: That was Utopia for us. To win in your backyard in front of your local fans, it was just spectacular. We never expected to win that race, because we didn't have a good car all day. We struggled, struggled and struggled. But the team, led by Mike Garvey, are fighters, and they kept digging deep. It was a miraculous win for us, and it was the first big eye-opening opportunity for local Minnesotans to realize that there was a substantial local team. It started additional press opportunities for us that have really opened a lot of doors and a lot of people's eyes.

Q: As a team owner, how does the win at the Fair last year compare to the ASA title that Kevin Cywinski won while driving for you in 1997?

A: It probably meant as much to our company because of the local publicity that we were able to receive as did a national championship. Obviously a national championship is more difficult to achieve. It just opened a lot of eyes. It's the biggest win we've ever had.

Q: What's your assessment of the many changes this year in ASA, namely the new engines and tires?

A: It's been spectacular. It's exceeded everyone's expectations, I believe, by not a little but a lot. With the motors, there was a learning curve, which I believe there is with any opportunity. The Vortec engine has been virtually flawless. The racing is getting better as drivers are getting used to that (new engine). The first couple races, in my opinion, were extremely boring to watch, and I believe the racing has become much more exciting as of late. A lot of it is

continued on next page

because the drivers are more and more familiar with the outer boundaries of the radial tire and more associated with the power curves associated with this engine and adapting their own unique style and technique. A lot of people thought that with the engine being so much less expensive, and truly it is, that the cost to compete in ASA would go down. The budgets are way up over last year. Everybody is raising the bar. There have been offsets that have used up any of the savings that might have been experienced.

Q: Your plan this year at the Fair is to run four cars at the Fair. Two of your drivers (Mike Garvey and Kevin Cywinski) are guaranteed spots based on points. The other two, Matt Silsky and Jason Schneider, have some challenges to make the show.

A: This will be the toughest race for a rookie to get into. You have a one-day show, one hour of practice and the top-20 already locked into the show. They expect a car count of about 60 at this race, so there could be about 25 teams going home. Jason doesn't really have any experience in one of these cars at all. He will have tested before and had the chance to acclimate himself to the car. A rookie like Matt Silsky, who will have run five or six races by

then, certainly will have an advantage.

Q: Let's talk about your relationship with Jason Schneider. What are your thoughts about the way it's evolved this season?

A: I've been thrilled. Jason has met all the expectations that I had of him thus far. To further show his commitment and his confidence in this relationship, he sold his Late Model car. (Schneider drives a LaFavre-owned Late Model at Elko Speedway.) When you're in a new relationship still in kind of a courtship stage, that's kind of giving up your safety rope. Our plans next year are to explore opportunities that would step up our relationship to the next level. I'm not sure what that means beyond that. We have made a commitment to field four full-time ASA teams next year. We're going to run two rookie teams.

Q: You're making a big statement by fielding four teams next year. What are your goals for LaFavre Racing and ASA?

A: I truly want to be the big fish in this small but rapidly expanding pond. I woke up one day and realized that we

continued on page 59

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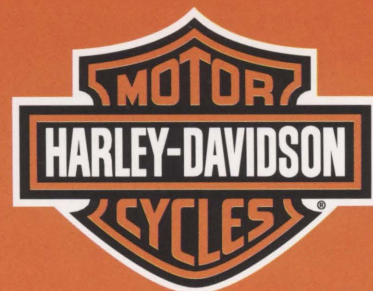
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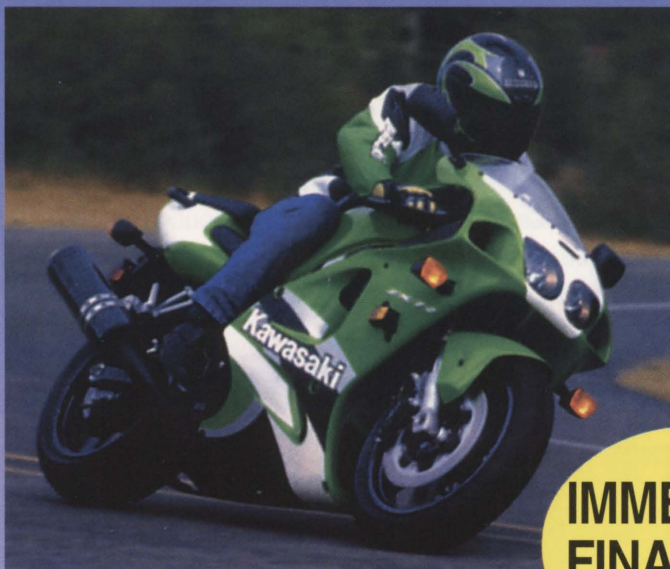
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Carroll	Adamy	92		Columbus, NE	Dorothy Lynch Salad Dressing	-----	-----	-----
Michael	Aiello Jr.	74		Covington, GA	Bay Race Rentals	-----	-----	-----
Ken	Alexander	3		Anderson, SC	Greased Lightning	-----	-----	-----
Glenn	Allen Jr.	4		Cincinnati, OH	GM Goodwrench Service Plus	-----	-----	-----
David	Ansbaugh	37		Sturgis, MI	1st AYD	-----	-----	-----
J.C.	Beattie Jr.	9	R	Baltimore, MD	ATI Performance Products	-----	-----	-----
Rick	Beebe	23		Merriam, KS	AFCO Racing Products	-----	-----	-----
David	Bonnett	75	R	Bessemer, AL	Dunlop Golf	-----	-----	-----
Andy	Burgess	85		Fall Creek, WI	Johns Manville	-----	-----	-----
Joey	Clanton	83	R	Stockbridge, GA	Zaxby's Restaurants	-----	-----	-----
Mike	Cope	3		W. W. Springs, FL	Manheim's Florida Auto Auction	-----	-----	-----
Kevin	Cywinski	21		Wausau, WI		-----	-----	-----
Paul	Dallenbach	67	R	Waller, TX		-----	-----	-----
Mark E.	Dismore	44	R	Greenfield, IN	monster.com	-----	-----	-----
David	Doran	77		Cincinnati, OH		-----	-----	-----
Tristan	Dupuis	11		Lansing, MI	Edy's Ice Cream	-----	-----	-----
Mike	Eddy	88		Midland, MI	eWeb21.com	-----	-----	-----
Larry	Foyt	14	R	Houston, TX	Harrah's Casinos	-----	-----	-----
Scott	Fraser	42		Nova Scotia, Canada	King Freight Lines LTD	-----	-----	-----
Buddy	Gainey	53	R	Grand Rapids, MI	Gainey Transportation	-----	-----	-----
Mike	Garvey	1		Lakeville, MN	Tecumseh	-----	-----	-----
Tracy	Goodson	0	R	Pensacola, FL	Blue Dolphin Racing	-----	-----	-----
Matt	Hagans	49		Indianapolis, IN	Eagle Creek Aviation Services	-----	-----	-----
Scott	Hansen	5		Green Bay, WI	Structural Transport	-----	-----	-----
Tom	Harrington	58		Shreveport, LA	JVM Enterprises	-----	-----	-----
Ricky	Johnson	22		El Cajon, CA	Nationwide Auction Systems	-----	-----	-----
Jon	Kerly	72	R	Stony Point, NC	Lazy Days RV Supercenter	-----	-----	-----
Philip	Kranefuss	27	R	Mooresville, NC	Mobil 1	-----	-----	-----
Dennis	Lampman	19		Oak Creek, WI	Barricade Flasher Service	-----	-----	-----
Jack	Landis	7		Edgerton, OH	Yoder Body Shop	-----	-----	-----
Wayne	Leamon	34	R	Winston-Salem, NC	PawIsland.com	-----	-----	-----
Charlie	Menard	65		Sugar Grove, IL	Menards	-----	-----	-----
Butch	Miller	52		Coopersville, MI	Meijer	-----	-----	-----
Mike	Miller	18		Woodstock, GA	Jani-King	-----	-----	-----
Joe	Nott	48		Lima, OH		-----	-----	-----
John	O'Neal	77		Kansas City, MO	Price Chopper	-----	-----	-----
Alec	Pinsonneault	93		Windsor, ONT	Build A Mold	-----	-----	-----
Jimmy	Price	79		Oxford, GA	Team MSI Race Cars	-----	-----	-----
Travis	Price	79		Oxford, GA	Team MSI Race Cars	-----	-----	-----
Robbie	Pyle	8	R	Columbus, OH	JVM Enterprises	-----	-----	-----
Tim	Sauter	9		Necedah, WI	Build A Mold	-----	-----	-----
Dave	Sensiba	6		Middleville, MI	PrestigeTruck.com	-----	-----	-----
Matt	Sielsky	01		Norrbthbrook, IL	Tecumseh	-----	-----	-----
Ted	Smokstad	10		Bloomington, MN		-----	-----	-----
Brandon	Sperling	40		Yorba Linda, CA	Crookston Poured Walls Chev.	-----	-----	-----
Gary	St. Amant	7		Columbus, OH	Wynn's	-----	-----	-----
Greg	Stewart	33		Four Oaks, NC		-----	-----	-----
Russ	Tuttle	16		Indianapolis, IN	Conseco	-----	-----	-----
Greg	Williams	55		Haubstadt, IN	e-pawn.com	-----	-----	-----
Scott	Wimmer	5	R	Wausau, WI	WJ Plemons Investments	-----	-----	-----
Chad	Wood	2	R	Madison, WI	Dwight Yoakum's	-----	-----	-----

R - Denotes Rookie

Car	Driver	Relm	Primary	Relm	Secondary
1	Mike Garvey	144	469.4125	109	467.7625
2	Chad Wood	081	462.5875	051	461.2875
4		055	460.0125	130	461.0625
5	Scott Hansen	108	461.8875	108	468.3875
6	Dave Sensiba	140	451.6125		
7	Gary St. Amant	055	461.0625	130	460.0125
8	Robbie Pyle	051	457.5375	001	461.5875
9	Tim Sauter	147	461.4875		
10	Ted Smokstad	069	462.1250	096	462.6000
11	Tristan Dupis	132	464.4875	132	463.8875
14	Larry Foyt	055	452.8125	064	451.3875
16	Russ Tuttle	001	462.8875	001	462.8125
18	Mike Miller	022	462.8625		
19	Dennis Lampman	069	465.6375	069	461.8350
21	Kevin Cywinski	075	461.7625	066	463.5125
22	Rick Johnson	064	461.5125	064	457.6125
23	Rick Beebe	055	469.3800	058	464.4750
27	Philip Kranefuss		461.2375		
28	Tim Taylor	027	468.3125	027	468.3375
33	Greg Stewart	023	464.97.50		
34	Wayne Leamon	142	462.0875		
36	Craig Smith				
40	Brandon Sperling	089	469.3125		
44	Mark E. Dismore	089	469.3125	089	463.3125
45	Greg Usher	001	469.4375	013	469.4375
52	Butch Miller	051	452.3625	138	459.5875
53	Buddy Gainey	012	466.2125	118	461.5875
55	Greg Williams	148	461.4450	148	461.5450
51	Gary Sherman				
61	Kevin Conway		451.7125	084	465.2875
67	Paul Dallenbach	016	469.2500	016	469.6250
72	Jon Kerley	053	464.8125	053	461.8125
75	David Bonnett	022	467.3625		463.6500
77	David Doran	055	463.9000		
79	Travis Price	023	461.0125	023	463.2125
80	Dave Anspaugh		466.5625		
83	Joey Clanton	018	462.8625		
87	Wayne Willard	018	467.9250	018	467.8125
88	Mike Eddy	063	469.3875	063	464.6875
93	Alec Pinsonneault	147	469.0750		
97	Jamie Burgman	088	462.2125		
01		051	466.1625	154	461.9625
03	Ken Alexander	030	460.9000	030	461.7000
04	Kevin Larkins	148	464.6125	051	469.9625
05	Scott Wimmer	072	463.9250	072	468.6125
07	Jack Landis	029	463.400	029	463.3500
08	John Silverthorn	028	466.3125	028	467.3125
09	J.C. Beattie Jr.	028	463.4250	028	461.4250
	Tracy Goodson	051	464.5875	154	461.9625
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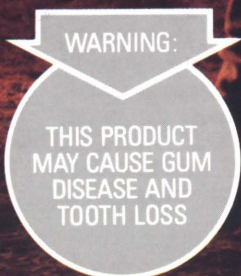
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Miller Lite 300

Minnesota State Fair Speedway

St. Paul, Minnesota

September 4, 2000

EVENT SCHEDULE

6:00 am	Registration Opens
7:30 am	Drivers' Meeting on Stage and Box Office and gates open
8:00 am	Practice (1 hr.)
9:00 am	Practice Ends
9:00 am	Scorers' Meeting on Stage
9:20 am	Victory Chapel on Stage
10:00 am	Qualifications (2 Laps)
11:00 am	Crew Chiefs' Meeting on Stage
11:15 am	Spotters' Meeting on Stage
11:30 am	Registration Closes
11:30 am	Safety Meeting on Stage
11:45 am	Cars On Grid
11:50 am	Pre-Race Ceremonies
12:00 pm	Driver Introductions
12:20 pm	Invocation / National Anthem
12:34 pm	Command to Start Engines
12:41 pm	Miller Lite 300

Pace Setter Award

In addition to other posted awards, drivers in the 2000 Miller Lite 300 presented by Auto Value and Jani-King will compete for the Pace Setter Award. To win the award, a driver must win the race from the pole starting position. This year's award is worth \$4000.

The purse for the Pace Setter Award is cumulative, increasing by \$1000 each year. The last person to win it was Mike Miller in 1996. The award is sponsored by Lehman's Garage and Syverson Truck Center.

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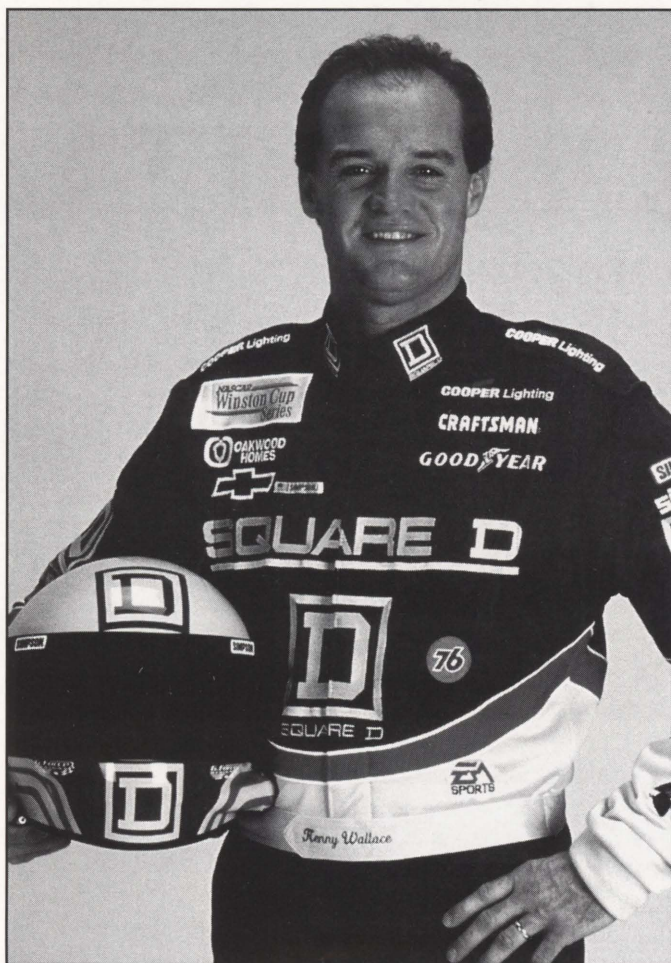
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Kenny Wallace

Birthdate: August 23, 1963

Hometown: St. Louis

Residence: Concord, N.C

Wife: Kim

Children: Brooke, Brandy, Brittany

A win on the ultra-competitive Winston Cup circuit is the number one priority on Wallace's list, because the youngest of three Wallace brothers is used to winning.

His father, Russ, was one of the Midwest's most successful short track drivers, and his two older brothers, Rusty and Mike, are also prolific racers. Winning races is a Wallace tradition, and Kenny has certainly carried on the family heritage.

In his first stint ever behind the wheel of a race car in 1982, Wallace won the Street Stock State Championship in Illinois. After turning wrenches on older brother Rusty's race cars for a few years, Kenny returned to driving by competing in the American Speed Association (ASA) in 1986. He immediately found success by garnering 'Rookie

of the Year' honors and finishing 11th in points. Wallace spent two more years in the ASA ranks operating on a shoe-string budget, as his wife Kim worked two jobs just to pay the bills.

By 1989, Wallace's perseverance and hard work began to pay off, as Rusty picked Kenny to drive for his newly formed NASCAR Busch Series, Grand National Division team. Together, they won two races in three seasons.

With his eyes set on Winston Cup, Wallace joined Team SABCO in 1992. They competed in the Busch Series for one year, collecting one win and two poles before moving up to the Winston Cup level in 1993 in search of rookie accolades. Success was tough to find, however, and Wallace left the team at season's end.

Wallace returned to the Busch Series in 1994 with FILMAR Racing. Over the next three years, they tallied five wins, 19 top-five finishes and 26 top-10 finishes in the Busch Series. In 1995, the team ran a 15-race Busch Series schedule and a limited Winston Cup effort in preparation for a full assault on the Winston Cup circuit in 1996 with backing from Square D.

After three years of full-time Winston Cup competition with FILMAR, Wallace garnered two poles and 11 top-10 finishes while earning a total of \$2,416,527.

However, in late August of 1998, car owner Filbert Martocci and Wallace agreed to part ways at the conclusion of the Winston Cup calendar. Wallace continued to drive Martocci's No. 81 Taurus through the season finale at Atlanta Motor Speedway, as it was an amicable parting, but he was free to pursue other options for the 1999 Winston Cup season.

Enter Andy Petree Racing. Owned by the man for whom the team is named, Petree jumped on the opportunity to hire Wallace. Needless to say, Petree's newest employee didn't disappoint.

Wallace racked up three top-five and five top-10 finishes in 1999, including a career-best second-place finish in the July race at New Hampshire International Speedway. Later in October, Wallace joined elite company when he became a Winston No Bull 5 driver for the first time in his career by virtue of his fifth-place finish at Talladega (Ala.) Superspeedway.

-Courtesy of Andy Petree Racing



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Tim Sauter

1999 ASA Champion

By winning the ASA title last year, Tim Sauter helped continue the legacy his dad, Jim, and brother, Jay, have created. Tim trailed Mike Miller in ASA points for the better part of the year but found good fortune late in the season and went on to capture his first-ever ASA crown. In an interview at the season opener in Florida, Sauter reflected on what the championship meant, his goals for this season and where he wants to take his racing career.

Q: How does it feel to be defending champion?

A: There's a certain amount of pressure there.

I know myself and the guys that have stuck with me through the years are feeling it, too. We want to win really bad, and I guess I'm going to take it one race at a time. If we go and run consistent, I think we'll find ourselves in the hunt (for the title).

Q: When you look back to last year, were there one or two keys to winning the title?

A: Starting out by winning the first race of the year was a huge deal, because it gave us tons of momentum. Then we kind of fell off a little bit. By mid-summer, we had a string of four or five top-two finishes, and that was a huge

turning point. The wind got kind of taken out of our sails at Dover, when we broke a motor on the parade lap. Those were all key times. It's just pulling together and doing the deal every week that makes the difference.

Q: Did some of those challenges make you a better team?

A: It made us a little hungrier and made us work a little harder. It took the wind out of our sails, but it also took the pressure off of us of having to really worry about chasing points, whereas Mike was getting rattled pretty heavily. It probably all worked to our advantage.

Q: What's it like having five former champions competing in ASA this year?

A: I think it's great. I've got a lot to prove still, the way I look at the deal. If I can beat these past champions and anyone else who's gunning for me. Ultimately I'm looking for a Truck or Busch deal...so I'm trying to impress people every week no matter what. It just makes me look better racing with better guys.

Q: You come from a family with a rich racing tradition. Does that put extra pressure on you?

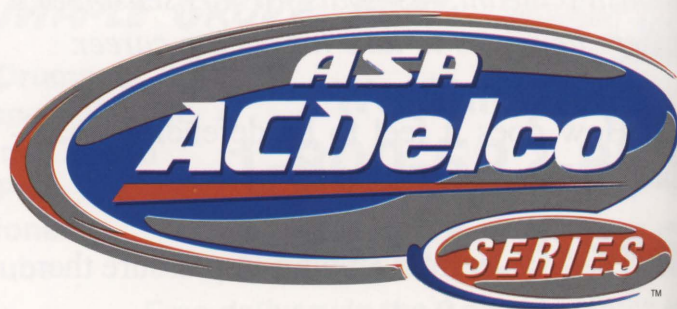
A: It's had a lot to do with my career. I've been around racing all my life. I've got a lot of people I can lean on as far as getting information and stuff. In some ways it kind of hinders what I've tried to accomplish. Some people take for granted that you've got a good deal or you're at where you want to be. I guess I'm never content. I'm always striving for something better and something more.

Q: What are your impressions of the race at the Minnesota State Fair?



Martin De Fries Photo

A: I still struggle there (with a laugh). My best finish is a fifth, so I'm still trying to conquer the place. I'd love to win there, because my family actually has a lot of history there. My dad won that race when it was 500 laps. When I go back there, every time I walk through that gate, I want to win. I've got a lot of family up there, so it's very important.





Martin De Fries Photo

Dick Trickle

Stock Car Classic - Past Winners

- | | | | |
|-------------|---|-------------|---|
| 1949 | Tom Adelman, Minneapolis
'49 Kaiser 2:01:54.34 (200 laps) | 1959 | John Beauchamp, Harlan, Iowa
'57 Chevrolet 2:54:57.13 (350 laps) |
| 1950 | Art Lamey, Racine, Wis.
'50 Plymouth 2:04:12.32 (200 laps) | 1960 | Sonny Morgan, Beaumont, Texas
'59 Chevrolet 2:51:31.36 (350 laps) |
| 1951 | Wally Dahl, Minneapolis
'51 Oldsmobile 1:34:45.01 (200 laps) | 1961 | Buzz McCann, St. Paul
'61 Ford 2:46:46.92 (350 laps) |
| 1952 | Chuck Magnison, Minneapolis
'52 Hudson 2:17:27.82 (200 laps) | 1962 | Mert Williams, Rochester
'62 Pontiac 2:47:39.42 (350 laps) |
| 1953 | Don White, Keokuk, Iowa
'53 Oldsmobile 1:45:13.47 (200 laps) | 1963 | Dick Hutcherson, Keokuk, Iowa
'63 Ford 2:43:38.16 (350 laps) |
| 1954 | Don White, Keokuk, Iowa
'54 Oldsmobile 1:51:37.40 (200 laps) | 1964 | Dick Hutcherson, Keokuk, Iowa
'64 Ford No time recorded (400 laps) |
| 1955 | Herschel Buchanan, Shreveport, La.
'55 Thunderbird 1:50:14.68 (200 laps) | 1965 | Ramo Stott, Keokuk, Iowa
'65 Plymouth 2:47:14.05 (400 laps) |
| 1956 | John Beauchamp, Harlan, Iowa
'56 Chevrolet 1:50:53.37 (200 laps) | 1966 | Ernie Derr, Keokuk, Iowa
'66 Dodge 3:31:54.68 (500 laps) |
| 1957 | John Beauchamp, Harlan, Iowa
'57 Chevrolet No time recorded (350 laps) | 1967 | Ramo Stott, Keokuk, Iowa
'67 Plymouth 3:29:27.72 (500 laps) |
| 1958 | Ernie Derr, Keokuk, Iowa
'57 Pontiac 2:52:17.91 (350 laps) | 1968 | Ernie Derr, Keokuk, Iowa
'68 Charger 3:23:37.94 (500 laps) |
| | | 1969 | Ernie Derr, Keokuk, Iowa
'69 Charger 3:21:51.58 (500 laps) |
| | | 1970 | Ron Hutcherson, Keokuk, Iowa
'70 Torino 3:20:44.50 (500 laps) |
| | | 1971 | Jim Sauter, Necedah, Wis.
'69 Chevelle 3:28:35.96 (500 laps) |
| | | 1972 | Dick Trickle, Wisconsin Rapids, Wis.
'70 Mustang 3:22:35.94 (500 laps) |
| | | 1973 | Dick Trickle, Wisconsin Rapids, Wis.
'70 Mustang 3:49:45.26 (500 laps) |
| | | 1974 | Butch Lindley, Greenville, SC
'73 Camaro 2:37:33.40 (400 laps) |
| | | 1975 | Buck Simmons, Baldwin, Ga.
'69 Chevelle 2:35:15.97 (400 laps) |
| | | 1976 | Larry Detjens, Wausau, Wis.
'74 Camaro 2:44:15.59 (400 laps) |
| | | 1977 | Ed Howe, Beaverton, Mich.
'77 Camaro 2:03:01.74 (300 laps) |
| | | 1978 | Larry Detjens, Wausau, Wis.
'78 Camaro 1:58:59.36 (300 laps) |
| | | 1979 | Mark Martin, North Liberty, In.
'77 Camaro 2:13:21.53 (300 laps) |
| | | 1980 | Bob Senneker, Dorr, Mich.
'80 Camaro 2:13:21.53 (300 laps) |
| | | 1981 | Mike Miller, Wisconsin Rapids, Wis.
'81 Camaro 2:01:01.48 (300 laps) |
| | | 1981 | Butch Lindley, Greenville, SC
'82 Cavalier 2:22:42.51 (300 laps) |
| | | 1982 | Dick Trickle, Wisconsin Rapids, Wis.
'82 Camaro 2:00:15.09 (300 laps) |



Martin De Fries Photo

Jim Sauter

- 1983** Jim Sauter, Necedah, Wis.
'83 Camaro No time recorded (300 laps)
- 1984** Bob Senneker, Dorr, Mich
'84 Firebird 1:59:07.99 (300 laps)
- 1985** Rained Out
- 1986** Mike Eddy, Midland, Mich
'86 Camaro 2:12:46.43 (300 laps)
- 1987** Dick Trickle, Wisconsin Rapids, Wis.
'87 Camaro 2:08:32.21 (300 laps)
- 1988** Butch Miller, Coopersville, Mich.
'88 Camaro 2:04:42.08 (300 laps)
- 1989** Scott Hansen, Green Bay, Wis.
'89 Camaro 2:05:36.17 (300 laps)
- 1990** Butch Miller, Coopersville, Mich.
'90 Chevrolet 1:59:11.68 (300 laps)
- 1991** Dick Trickle, Iron Station, NC
'92 Ford 2:00:17.15 (300 laps)
- 1992** Dick Trickle, Iron Station, NC
'91 Chevrolet No time; rain delay (300 laps)
- 1993** John Benson Jr., Comstock Park, Mich.
'93 Chevrolet 2:17:21.35 (300 laps)
- 1994** Mike Eddy, Midland, Mich.
'94 Pontiac 2:05:55.62 (300 laps)

- 1995** Bobby Gill, Dalton, Ga.
'95 Pontiac 2:21:51.45 (300 laps)
- 1996** Mike Miller, Marietta, Ga.
'96 Pontiac 2:11:07.14 (300 laps)
- 1997** Scott Hansen, Green Bay, Wis.
'97 Chevrolet 2:12:00 (300 laps)
- 1998** Scott Hansen, Green Bay, Wis.
'98 Chevrolet 2:23:31 (300 laps)
- 1999** Mike Garvey, Lakeville, MN
'99 Chevrolet 2:35:07 (300 laps)

Track records

Single lap stock car record: 18.97 sec. (94.882 mph)
set by Mark Martin, North Liberty, In., Aug. 30, 1980



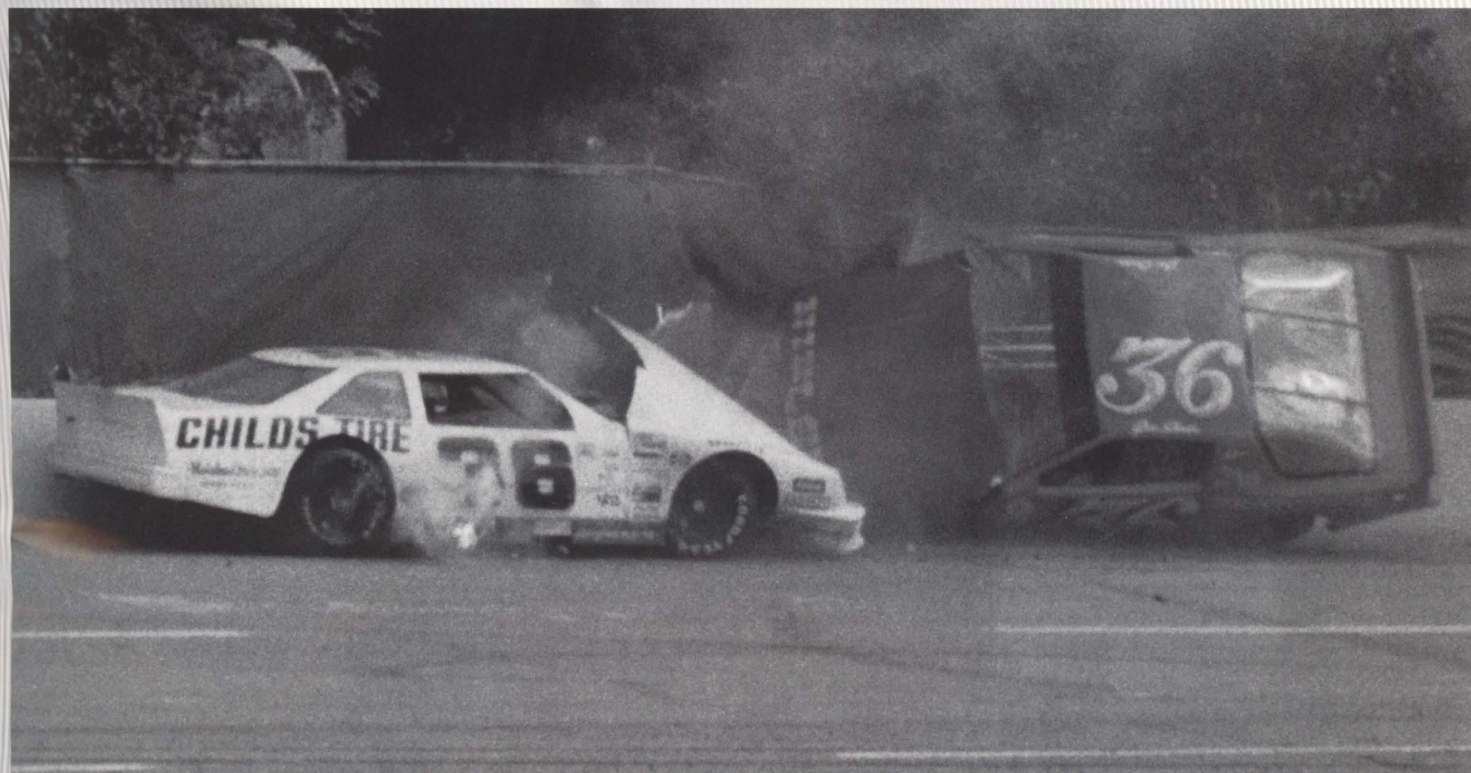
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Mark Martin



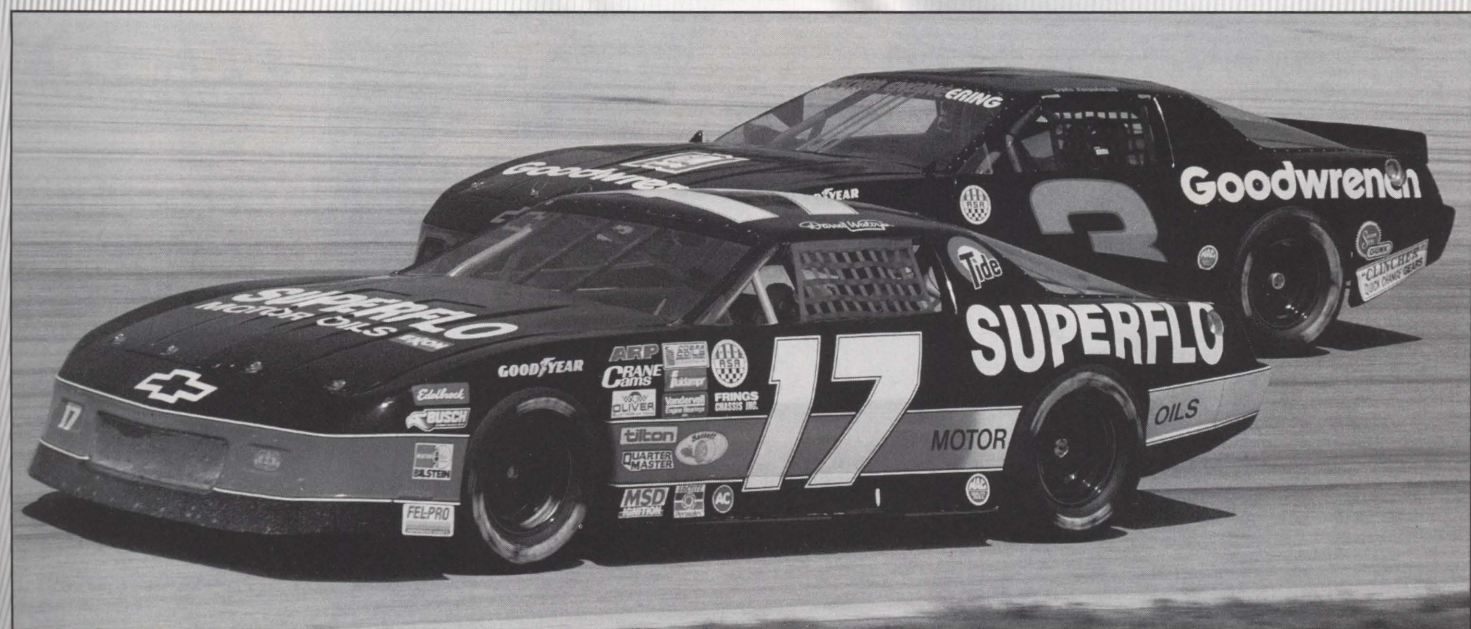


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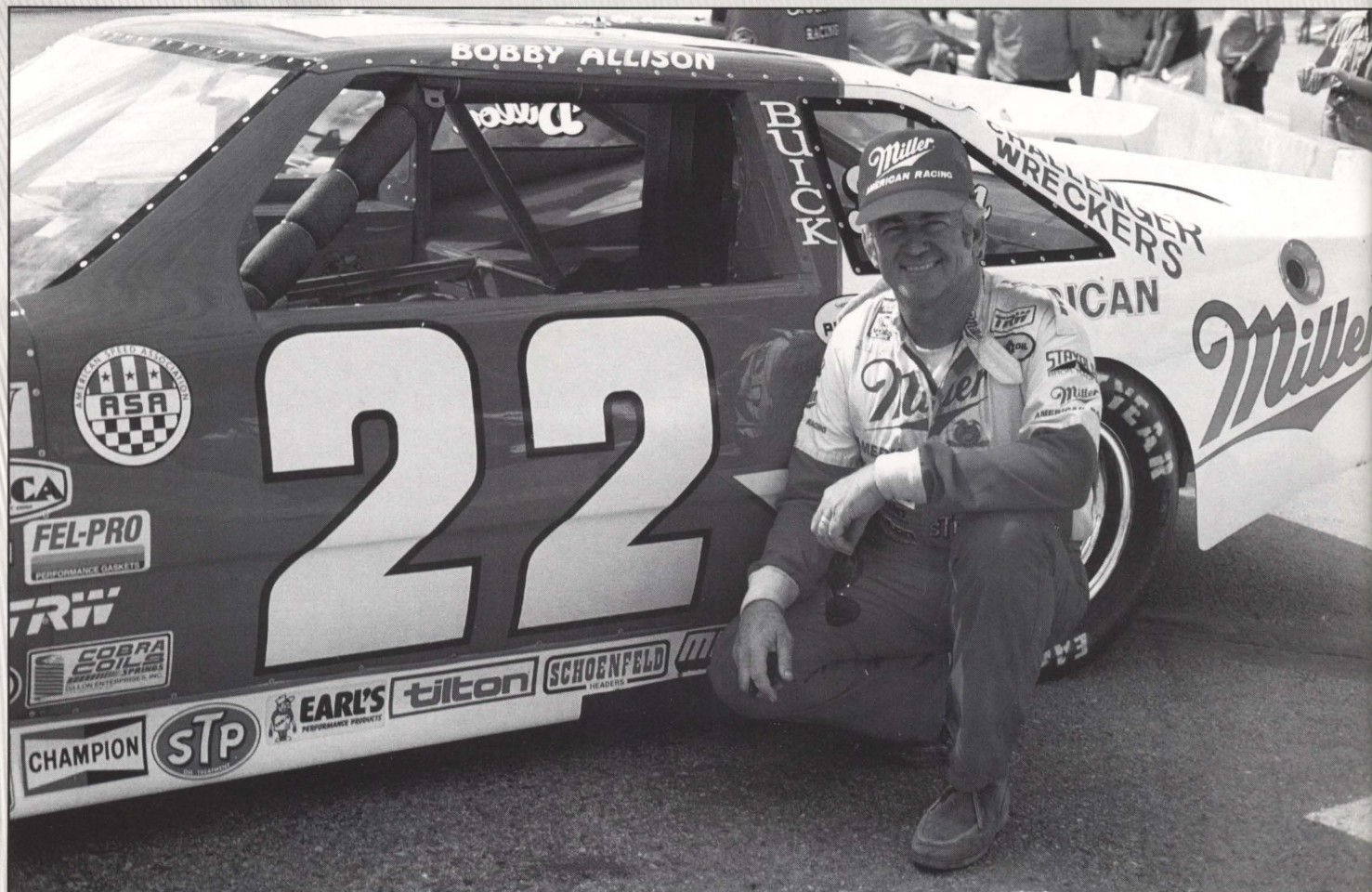
Current Winston Cup Star Kenny Wallace (left) was involved in this crash with the late Joe Shear (right) in turn one during the 1987 MN State Fair race.

Martin De Fries Photo



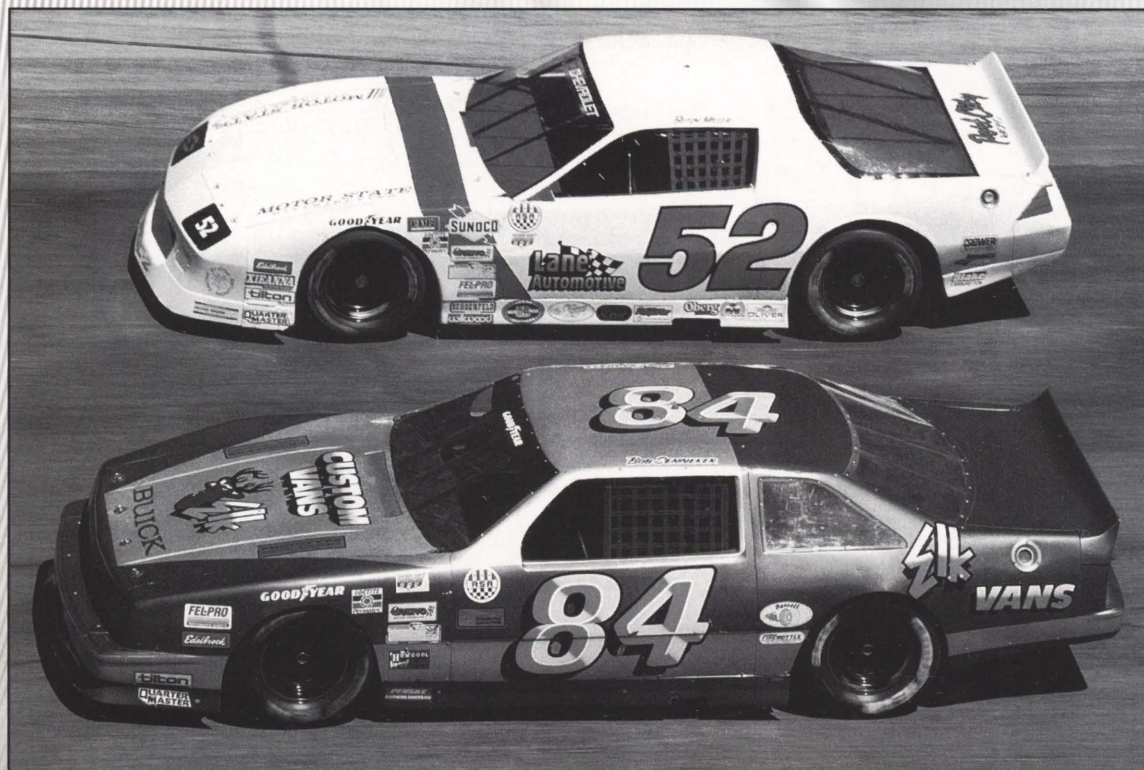
It's the Darrell & Dale Show at the Milwaukee Mile in 1988.

Martin De Fries Photo



Bobby Allison ran numerous ASA events right through the end of his driving career. He's shown here at the MN State Fair in 1987.

Martin De Fries Photo



ASA Legends Bob Senneker (84) and Butch Miller (52) battle side by side on the high banks of Winchester (IN) Speedway in 1987.



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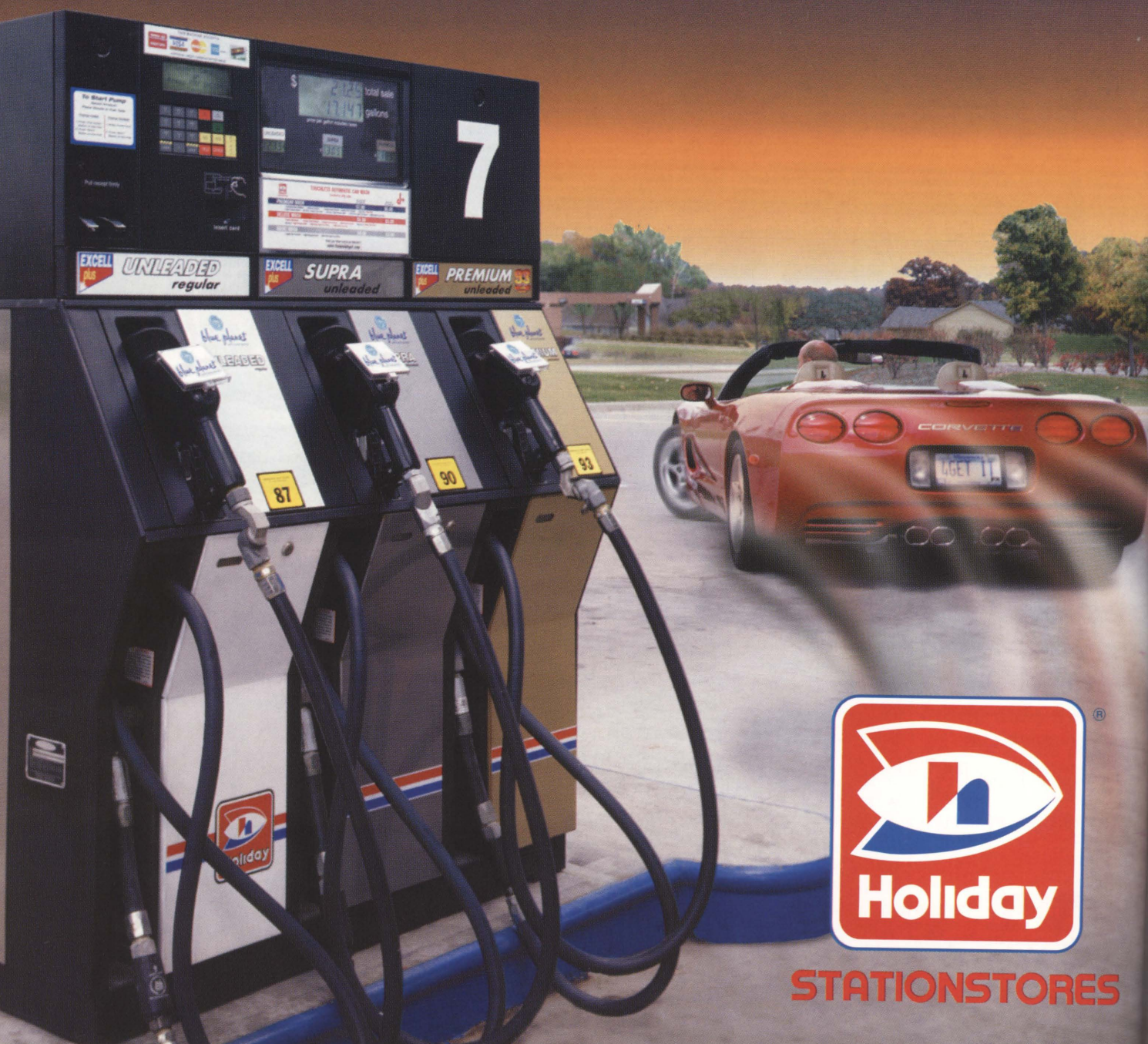
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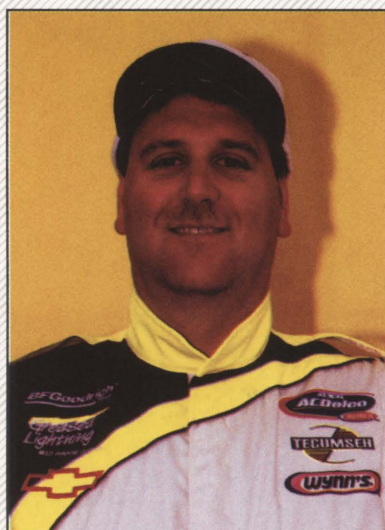
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Kevin Cywinski #21

1996 Pat Schauer Memorial Rookie of the Year

1997 ASA National Champion

Sponsor: LaFavre Racing Teams

Birthdate: March 16, 1954

Hometown: Wausau, WI

Spouse: Single

Children: None

Full-Time Seasons in ASA: 2

Fan Club or Web Site: www.lafavreracing.com

Kevin was the second driver (Mark Martin the first) to capture rookie of the year and win the national championship the following year. He accomplished that feat in the 1996 and 1997 season and has seven career victories and three poles. Cywinski rejoined LaFavre Racing Teams, after a two-year stint with the Busch Grand National and Craftsman Truck Series. He posted a runner-up result at Lakeland in the season opener as his best outing in 2000.



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Mike Eddy

#88

7-time ASA National Champion ('74,'76,'81,'82,'89,'91, '92)

Sponsor: eWeb21.com

Birthdate: July 17, 1962

Hometown: Midland, MI

Spouse: Patsy

Children: Matt, Travis

Full-Time Seasons in ASA: 26

Mike has been crowned ASA national champion on seven occasions and has 57 victories to his credit. The 1992 season was his most dominant year as he won six events, produced 12 top-five finishes and led 2,183 laps. Eddy's storied ASA career spans two-and-a-half decades, and he has always been considered one of the series' toughest competitors. Mike made his first start of the 2000 season at La Crosse Fairgrounds Speedway on August 8. He won the event after starting 32nd in the 36-car field. The legendary ASA pilot finished 4th at Montgomery, his best finish of the year.



Mike Garvey

#1

Sponsor: Tecumseh

Birthdate: September 13, 1962

Hometown: Muskegon, MI

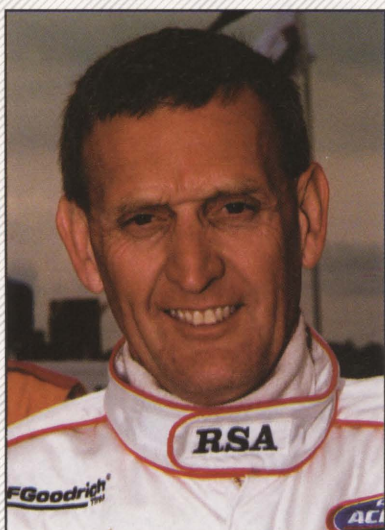
Spouse: Lisa

Children: Austin, Megan

Full-Time Seasons in ASA: 4

Fan Club or Web Site: www.lafavreracing.com

Mike moved to LaFavre Racing Teams prior to the 1999 season and recorded victories at Peach State Speedway, Minnesota State Fair Park, Jennerstown Speedway and Hawkeye Downs Speedway finishing fourth in the final points. During the 1997 and 1998 season, he drove for Gerry Gunderman's All Star Motor Sports effort, where he compiled four wins. The highlight of his 1998 campaign was starting from the rear at Nashville Speedway USA and charging to win the Music City event. He has captured poles at USA Int'l Speedway, Montgomery Motor Speedway and most recently at I-70 Speedway. Garvey recorded his initial victory of the season at Hawkeye Downs Speedway in the seventh event of the season leading all but 13 laps in the WorldBestBuy.com 250. Mike posted his second victory in the initial event at Chicago Motor Speedway and collected the third biggest purse in ASA history with the winners share of \$28,150.



Scott Hansen

#5

Sponsor: Structural Transport

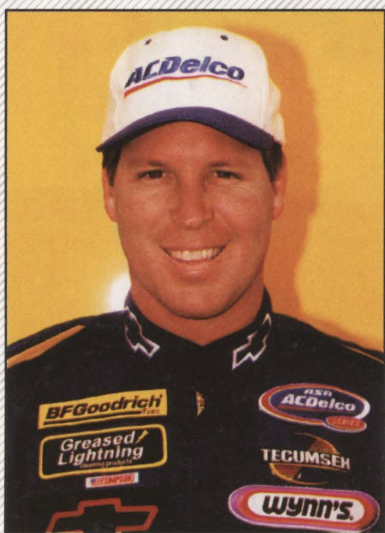
Hometown: Green Bay, WI

Spouse: Single

Children: Amy, Jodi

Full-Time Seasons in ASA: 9

Scott joined ASA in 1989 and became an instant success when he finished third in the points, earned pole positions two times, and was crowned Rookie of the Year. With the exception of 1992, when he broke his leg at Berlin Raceway, Hansen has finished in the top 10 in points from 1989-1998. He has 24 career wins and went to the Winner's Circle seven times in 1998, ending up second in the national championship points chase behind Gary St. Amant. A fourth place showing at Lanier is the best 2000 outing.



Ricky Johnson

#22

1999 Pat Schauer Memorial Rookie of the Year

Sponsor: Nationwide Auction Systems

Birthdate: July 6, 1964

Hometown: El Cajon, CA

Spouse: Stephaine

Children: Jake, Kassidy, Luke

Full-Time Seasons in ASA: 1

Fan Club or Web Site: www.rickyjohnson.com

Rick has had prior success in motocross and remains active in the sport through his own motorcycle racing school. He has 37 career wins and is a two-time AMA national champion. In 1995, he was rookie of the year and track champion in the late model sportsman class at the .375-mile of El Cajon (CA) Speedway. Driving the Nationwide Auction Systems he captured the Pat Schauer Memorial rookie of the year award and had 12 top-10 finishes in ASA with a best (3rd) coming at Anderson Speedway on July 18. He captured his first career pole at Lanier National Speedway and has three top-five finishes through the first six events.



Butch Miller

#52

3-time ASA National Champion (88, 89, 94)

Sponsor: Meijer

Birthdate: June 5, 1952

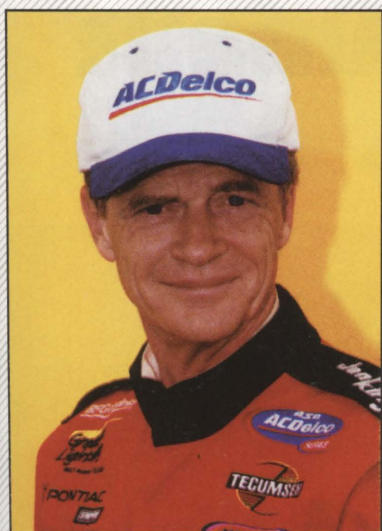
Hometown: Coopersville, MI

Spouse: Donna

Children: Henry, Kasy

Full-Time Seasons in ASA: 12

Butch is a three-time national champion ('87, '88, '94) in ASA and returns after a three year absence from the series. He has produced 39 victories and 36 pole positions in his career. In 1988, he produced 10 poles, which stands as a series mark. Since his departure from ASA, he has competed in the Craftsman Truck Series and Busch Grand National Series where he has produced victories. He returns to ASA with LeRoy Throop Motorsports of Michigan and primary sponsorship from Meijer, a combination general merchandise/grocery store chain based in Grand Rapids, MI. A victory at Louisville Motor Speedway stands as the season highlight in 2000.



Mike Miller

#18

Sponsor: Jani-King

Birthdate: October 28, 1945

Hometown: Woodstock, GA

Spouse: Judi

Children: Andrea, Maria, Tom

Full-Time Seasons in ASA: 8

This 54-year-old veteran returned to ASA in 1993 following a 10-year absence. He was unable to secure a second career victory until the 1996 season. A progressive move to the top of the points standings has occurred, however, as he has notched fourteen wins in the last four seasons. In 1999 he won five races including events at Nashville (TN) Speedway USA, Berlin Raceway in Marne (MI), I-70 Speedway in Odessa (MO), Anderson (IN) Speedway, and again at Berlin Raceway. He finished second to Tim Sauter in the final points. The six point margin was the second closest in ASA history. Miller won the fourth event of the year at Montgomery Motor Speedway in May.



Tim Sauter

#9

1999 ASA National Champion

Sponsor: Build A Mold

Birthdate: October 13, 1964

Hometown: Necedah, WI

Spouse: Chris

Children: Benny, Travis, Tyler

Full-Time Seasons in ASA: 3

Tim joined forces with Alec Pinsonneault of A.P. Performance Racing late in the 1997 season. He was second in the final 1997 rookie points standings. After registering only five top-10 finishes in his rookie season, he produced 11 top-10s in 1998. He also produced his second career pole position, five top-five finishes and was listed ninth in the final points standings. Sauter captured his first ASA win at Desoto Speedway in Bradenton (FL) to open the 1999 season. Sauter collected his second and third victories of the season at Hawkeye Downs, and at Salem Speedway. He joins his father, Jim, and brother, Jay, as ASA race winners. The Sauter family is the only family to have three members win at least one ASA national event. "Tornado Tim" captured the 1999 ASA ACDelco Series National Championship. Tim recorded his first victory of the season at Nashville Speedway USA and posted his second at I-70 Speedway.



Gary St. Amant

#7

1998 ASA National Champion

Sponsor: Wynn's

Birthdate: October 19, 1962

Hometown: Columbus, OH

Spouse: Traci

Children: Jordan

Full-Time: Seasons in ASA: 14

Gary was the first ASA ACDelco Series National Champion to return to defend his crown since Mike Eddy in 1993. St. Amant, who enters his fourth year in the Bud Gebben-owned Automotive Promotions Inc. Chevrolet, won the ASA crown in 1998, recording three victories during the season. He claimed 1999 victories at Langley Speedway in Hampton (VA) and Dover Downs (DE) International Speedway. With a win in the 2000 season opener at USA International Speedway in Lakeland (FL), St. Amant has recorded 13 career wins, 18 poles and has finished in the top 10 in points 10 times in his 13-year career. A win at the season opener and seven top-five finishes make St. Amant the current point leader.



Scott Wimmer #05

Sponsor: WJ Plemons Investments

Birthdate: January 26, 1976

Hometown: Wausau, WI

Spouse: Single

Children: None

Full-Time Seasons in ASA: Rookie

Fan Club: www.wimmerracing.com

Scott began racing stock cars in 1993 and has racked up titles at Golden Sands, Madison, Slinger, and Wisconsin Dells race tracks in Wisconsin. In 1997, he was the Hooters Cup Series rookie of the year. Scott won the Pro Cup division season finale at USA International Speedway in 1998. His first ASA start was the 1998 season finale at North Carolina. Wimmer led the final 121 laps and won the Discount Auto Parts 300 at Lanier Speedway in Georgia in only his second ASA start. He became only the second rookie in ASA history, along with Kevin Cywinski, to win two consecutive ASA starts after capturing the Jani-King 300 at Hickory Motor Speedway.

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Top-5 Finishes

14 — Bob Senneker	1 — Steve Carlson
11 — Mike Eddy	1 — Bobby Dotter
9 — Dick Trickle	1 — Mike Garvey
8 — Mike Miller	1 — Bobby Gill
6 — Joe Shear	1 — Junior Hanley
5 — Scott Hansen	1 — Tom Harrington
4 — Butch Miller	1 — Steve Holzhausen
4 — Gary St. Amant	1 — Ed Howe
3 — Harold Fair	1 — Alan Kulwicki
3 — Mark Martin	1 — Butch Lindley
3 — Tony Raines	1 — Ken Lund
2 — Glenn Allen Jr.	1 — Ted Musgrave
2 — Johnny Benson Jr.	1 — Joe Nott
2 — Larry Detjens	1 — Tom Reffner
2 — Jim Sauter	1 — Jay Sauter
2 — Dave Sensiba	1 — Tim Sauter
2 — Kenny Wallace	1 — Ken Schrader
2 — Rusty Wallace	1 — Ted Smokstad
1 — Bobby Allison	1 — Bob Strait
1 — John Anderson	1 — Darrell Waltrip
1 — Brett Bell	1 — Dave Watson
1 — Rich Bickle Jr.	1 — John Ziegler



Bob Senneker

Martin De Fries Photo

Top-10 Finishes

16 — Mike Eddy	2 — Tim Sauter
15 — Bob Senneker	2 — Ken Schrader
13 — Dick Trickle	2 — Bob Strait
10 — Mike Miller	2 — Russ Urlin
9 — Scott Hansen	1 — Bobby Allison
7 — Butch Miller	1 — John Anderson
7 — Tony Raines	1 — Rick Beebe
7 — Joe Shear	1 — Brett Bell
7 — Gary St. Amant	1 — Todd Forbes
5 — Harold Fair	1 — Mike Garvey
5 — Mark Martin	1 — Derrick Gilchrist
5 — Jim Sauter	1 — Junior Hanley
5 — Kenny Wallace	1 — Tom Harrington
4 — Glenn Allen Jr.	1 — Ed Howe
4 — Bobby Dotter	1 — Dave Jackson
4 — Alan Kulwicki	1 — Rick Johnson
4 — Ted Musgrave	1 — Matt Kenseth
4 — Rusty Wallace	1 — Butch Lindley
3 — Larry Detjens	1 — Brad Loney
3 — Don Gregory	1 — Ryl Magoon
3 — Steve Holzhausen	1 — Marv Marzofka
3 — Steve Murgic	1 — Jeff Neal
3 — Jay Sauter	1 — Adam Petty
3 — Dave Sensiba	1 — Tom Reffner
3 — Kent Stauffer	1 — Dave Roahrig
3 — Dave Watson	1 — Johnny Sauter
2 — Johnny Benson Jr.	1 — Buddy Schrock
2 — Rich Bickle Jr.	1 — Larry Schuler
2 — John Boegeman	1 — Bob Sensiba
2 — Steve Carlson	1 — Ted Smokstad
2 — Kevin Cywinski	1 — Brandon Sperling
2 — Bobby Gill	1 — Tony Strupp
2 — Jimmie Johnson	1 — Randy Sweet
2 — Tom Jones	1 — Mel Walen
2 — Mark Lamoreaux	1 — Darrell Waltrip
2 — Dennis Lampman	1 — Dave Watson
2 — Ken Lund	1 — John Ziegler
2 — Joe Nott	

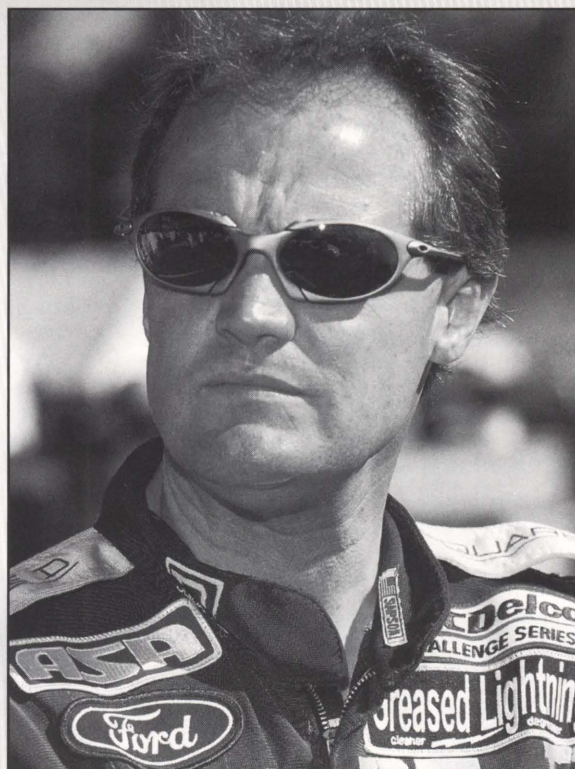


Mike Eddy

Martin De Fries Photo

Pole Sitters for the ASA race at the Minnesota State Fair

DATE	DRIVER/MAKE	TIME	SPEED
09/04/78	Dick Trickle, Pont.	:20.070	89.686
09/03/79	Mark Martin, Chev.	:19.282	93.351
09/04/80	Mark Martin, Chev.	:18.971	98.677
08/30/81	Mark Martin, Chev.	:19.419	96.400
09/06/81	Jim Sauter, Chev.	:19.557	95.720
09/05/82	Mike Eddy, Pont.	:19.430	92.631
09/05/83	Harold Fair, Chev.	:19.731	91.227
09/03/84	Mark Martin, Ford	:19.480	96.099
09/01/86	Butch Miller, Chev.	:19.349	93.028
09/07/87	Dick Trickle, Chev.	:19.605	91.813
09/05/88	Butch Miller, Chev.	:19.498	92.317
09/04/89	Rained Out. Lineup determined by points.		
09/03/90	Rained Out. Lineup determined by points.		
09/02/91	Dick Trickle, Chev.	:19.758	91.102
09/07/92	Rained Out. Lineup determined by points.		
09/06/93	Bob Senneker, Ford	:20.227	88.989
09/05/94	Bob Senneker, Ford	:20.329	88.543
09/04/95	Bobby Gill, Pont.	:20.426	88.122
09/02/96	Mike Miller, Pont.	:19.961	90.176
09/01/97	Mike Eddy, Pont.	:20.110	89.508
09/07/98	Adam Petty, Pont.	:20.168	89.250
09/06/99	Kenny Wallace, Ford	:20.423	88.136



Kenny Wallace

Martin De Fries Photo

Winningest Drivers of ASA events at the Minnesota State Fair

4	—	Dick Trickle
3	—	Scott Hansen
2	—	Mike Eddy
2	—	Butch Miller
2	—	Mike Miller
2	—	Bob Senneker
1	—	Johnny Benson Jr.
1	—	Larry Detjens
1	—	Mike Gavey
1	—	Bobby Gill
1	—	Butch Lindley
1	—	Mark Martin
1	—	Jim Sauter

Number of cars running at the end and in the starting field of ASA events at the Minnesota State Fair

No.	Year
24/34	— 1999
26/32	— 1998
29/34	— 1997
26/36	— 1996
31/38	— 1995
29/36	— 1994
28/38	— 1993
21/33	— 1992
19/32	— 1991
24/32	— 1990
22/34	— 1989
19/32	— 1988
22/34	— 1987
20/32	— 1986
25/38	— 1984
20/38	— 1983
22/36	— 1982
23/36	— 1981, September
23/36	— 1981, August
25/42	— 1980
24/40	— 1979
22/40	— 1978

Cars on the lead lap at the end of ASA events at the Minnesota State Fair

15	— 1993
14	— 1999
13	— 1995
10	— 1989
9	— 1992
8	— 1988
8	— 1987
7	— 1996
7	— 1990
7	— 1986
6	— 1991
6	— 1982
5	— 1998
5	— 1994
5	— 1984
4	— 1979
4	— 1978
3	— 1997
3	— 1983
3	— 1981, September
3	— 1980
1	— 1981, August



Time of race for ASA events at the Minnesota State Fair 300 laps

1:58:59.37 — 1978
 1:59:07.99 — 1984
 1:59:11.68 — 199
 2:00:15.09 — 1982
 2:00:17.15 — 1991
 2:01:01.49 — 1981, August
 2:04:42.08 — 1988
 2:05:36.17 — 1989
 2:05:55.62 — 1994
 2:08:32.21 — 1987
 2:11:07.00 — 1996
 2:12:00.00 — 1997
 2:12:46.43 — 1986
 2:13:21.53 — 1980
 2:13:27.51 — 1979
 2:13:33.00 — 1992
 2:17:21.35 — 1993
 2:21:51.45 — 1995
 2:22:42.51 — 1981, Sept.
 2:23:31.00 — 1998
 2:35:00.710 — 1999
 N/A (Red Flag) 1983

Average speed for ASA events at the Minnesota State Fair 300 Laps

8.568 — 1984
 78.527 — 1990
 77.340 — 1981, August
 75.637 — 1978
 75.059 — 1988
 74.843 — 1982
 74.816 — 1991
 71.654 — 1989
 71.469 — 1994
 70.187 — 1980
 70.019 — 1987
 68.640 — 1996
 68.180 — 1997
 67.930 — 1992
 67.784 — 1986
 67.437 — 1979
 65.590 — 1981, Sept.
 65.521 — 1993
 63.445 — 1995
 62.710 — 1998
 58.060 — 1999
 N/A (Red Flag) 1983

Margin of victory for ASA events at the Minnesota State Fair

0.19 — 1997
 0.23 — 1989
 0.26 — 1999
 0.28 — 1987
 0.36 — 1996
 0.55 — 1988
 0.62 — 1998
 0.66 — 1986
 0.81 — 1994
 0.97 — 1991
 1.22 — 1993
 1.24 — 1995
 1.87 — 1992
 2.76 — 1990
 23.30 — 1981, August
 N/A — 1984
 N/A — 1983
 N/A — 1982
 N/A — 1981, September
 N/A — 1980
 N/A — 1979
 N/A — 1978

Caution flags during an ASA event at the Minnesota State Fair

16 — 1999
 11 — 1995
 10 — 1994
 10 — 1993
 10 — 1987
 10 — 1981, September
 9 — 1990
 9 — 1989
 9 — 1988
 8 — 1986
 8 — 1980
 8 — 1998
 7 — 1991
 7 — 1996
 6 — 1997
 6 — 1979
 5 — 1992
 5 — 1983*
 5 — 1982
 5 — 1978
 4 — 1981, August
 3 — 1984

Lap leaders during ASA events at the Minnesota State Fair

10 — 1999
 9 — 1993
 8 — 1998
 7 — 1995
 7 — 1990
 6 — 1986
 5 — 1996
 5 — 1994
 5 — 1991
 5 — 1989
 5 — 1980
 4 — 1997
 4 — 1992
 4 — 1987
 4 — 1981, September
 4 — 1981, August
 4 — 1979
 3 — 1984
 3 — 1982
 3 — 1978
 2 — 1988
 1 — 1983

Lead changes during ASA events at the Minnesota State Fair

22 — 1999
 16 — 1995
 13 — 1993
 12 — 1998
 8 — 1996
 8 — 1980
 7 — 1997
 7 — 1992
 7 — 1991
 7 — 1990
 7 — 1986
 7 — 1982
 6 — 1994
 6 — 1989
 6 — 1984
 6 — 1981, September
 5 — 1981, August
 4 — 1987
 4 — 1979
 3 — 1978
 2 — 1988
 0 — 1983

* — Cautions reflect one red flag period.

Drivers who have competed in the ASA race at the Minnesota State Fair

22 — Mike Eddy
21 — Bob Senneker
20 — Dick Trickle
17 — Harold Fair
15 — Jay Sauter
15 — Joe Shear
14 — Tom Jones
14 — Mark Lamoreaux
14 — Mike Miller
14 — Gary St. Amant
13 — Scott Hansen
13 — Butch Miller
13 — Kent Stauffer
11 — Steve Holzhausen
11 — Tony Raines
11 — Dennis Vogel
10 — Jeff Neal
9 — Steve Burgess
9 — Mark Martin
9 — John Ziegler
8 — Glenn Allen Jr.
8 — Bobby Dotter
8 — Ken Lund
8 — Rusty Wallace
8 — Jim Weber
7 — Don Gregory
7 — Dennis Lampman
7 — Steve Murgic
7 — Ted Musgrave
7 — Joe Nott
7 — Tom Reffner
7 — Jim Sauter
7 — Dave Sensiba
7 — Kenny Wallace
6 — David Anspaugh
6 — Todd Forbes
6 — Dave Jensen
6 — Brad Loney
6 — Bob Strait
6 — Dave Watson
6 — John Wilson
5 — Rick Beebe
5 — John Boegeman
5 — Steve Carlson
5 — Jim Derhaag
5 — Dave Jackson
5 — Alan Kulwicki
5 — Dan Prziborowski
5 — Tony Roper
5 — Tim Sauter
5 — Ted Smokstad
5 — Mel Walen
4 — Johnny Benson Jr.
4 — Rich Bickle Jr.
4 — Ken Christenson Jr.
4 — Mike Garvey
4 — Tom Harrington
4 — Don James
4 — Jack Landis
4 — John Knaus
4 — Mike Murgic
4 — Bill Oas
4 — Alec Pinsonneault
4 — Ken Schrader
4 — Buddy Schrock
4 — Brandon Sperling
4 — Dick Stang
4 — Don Turner
4 — Grant Wilson
3 — Carroll Adamy
3 — Bill Baird
3 — Yale Conley

3 — Larry Detjens
3 — Clark Dwyer
3 — Tim Fedewa
3 — Chas Howe
3 — Muttly Kurkowski
3 — John Olson
3 — Paul Paine
3 — Leighton Reese
3 — Pat Schauer
3 — Harold Scott
3 — Bob Sensiba
3 — Tim Steele
3 — Tony Strupp
3 — Ray Young
2 — Bob Abitz
2 — Roy Aitchison
2 — John Anderson
2 — Terry Baldry
2 — Mark Beinlich
2 — Don Bickford
2 — Cam Bonnett
2 — Pat Bourdow
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2 — Tom Carlson
2 — A.J. Cooper
2 — Kevin Cywinski
2 — Bob Dorstewitz
2 — Ed Evans
2 — Jeff Finley
2 — Russ Gamester
2 — Bobby Gill
2 — Sam Gottwald
2 — Junior Hanley
2 — Larry Harris
2 — Gene Harsch
2 — Ed Howe
2 — Jimmie Johnson
2 — Bob Jusola
2 — Matt Kenseth
2 — Tim Kezman
2 — Doug Klein
2 — Chet Kosin
2 — Kevin Lang
2 — Jon Lemke
2 — Butch Lindley
2 — Marv Marzofka
2 — Doug Mayr
2 — Bob Menor
2 — Butch Mierendorf
2 — Kevin Nuttleman
2 — John O'Neal
2 — Mike Opperman
2 — George Prziborowski
2 — Bryan Reffner
2 — Dave Roahrig
2 — Lonnie Rush Jr.
2 — Rich Somers
2 — Dean South
2 — Greg Stewart
2 — Randy Sweet
2 — Bobby Tinkham
2 — Billy Turner
2 — Russ Urlin
2 — Bruce VanderLaan
2 — Terry Wente
2 — Jerry Wood
1 — Kenny Adams
1 — Ken Alexander
1 — Bobby Allison
1 — Greg Arensen
1 — Ralph Bakewell
1 — Bruce Bares

1 — Dick Barker
1 — Mike Beamish
1 — Dwain Behrens
1 — Brett Bell
1 — Fred Bender
1 — Ricky Bilderback
1 — Rick Carelli
1 — Dan Christal
1 — Arnie Christen
1 — Jerry Churchill
1 — Mike Cofer
1 — Don Collins
1 — Ed Cooper
1 — Tim Cox
1 — Peter Cozzolino
1 — Richard Craig
1 — Morrie Delmore
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1 — Larry Hicks
1 — Eddie Hoffman
1 — Greg Holzhausen
1 — Aaron Hough
1 — Bob Iverson
1 — Ed Jessen
1 — Rick Johnson
1 — Dave Klein
1 — Rick Knotts

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1 — Chad Little
1 — Al Lundberg
1 — Randy MacDonald
1 — Ryl Magoon
1 — Jimmy Mars
1 — Gene Mathu
1 — Rick Miller
1 — Carl Miskotten
1 — Don Moon
1 — Teddy Musgrave Jr.
1 — Mark Noble
1 — Denny Nyari
1 — Tim Olson
1 — Denny Paasch
1 — Dave Palmquist
1 — Cindy Peterson
1 — Craig Peterson
1 — Adam Petty
1 — Jimmy Price
1 — Chuck Roumell
1 — Johnny Sauter
1 — Larry Schuler
1 — Tracy Schuler
1 — Terry Senneker
1 — Eddie Sharp
1 — Bob Sibila
1 — Dave Simko
1 — Ray Skillman
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1 — Bruce Sparrman
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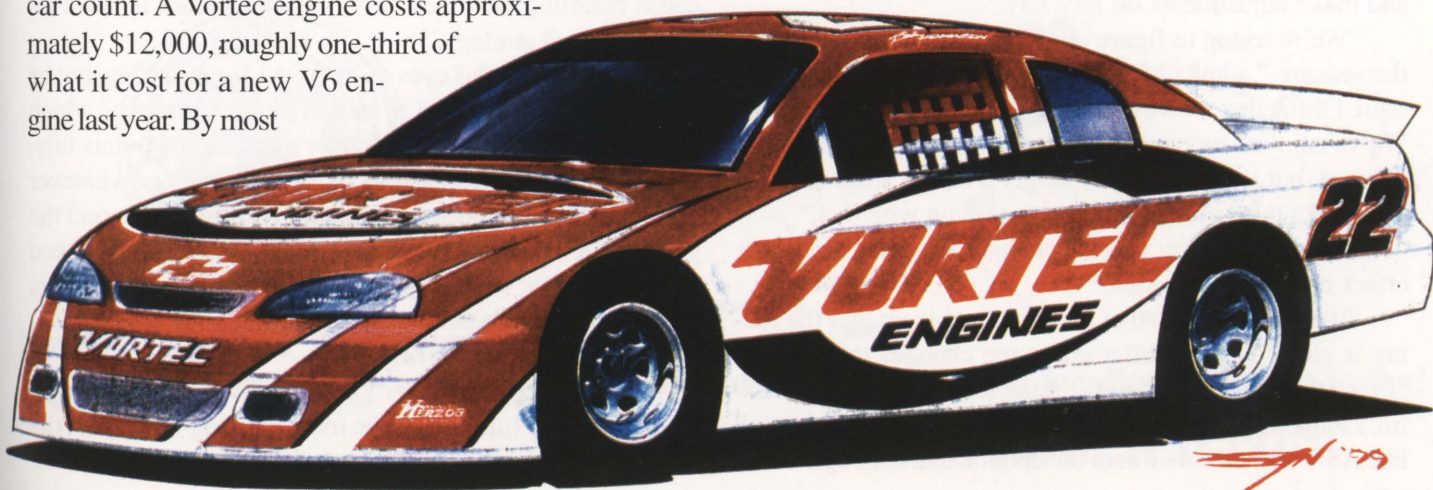
When Al Alvarez looked out from high atop the press box at USA International Speedway in Lakeland, Florida as the ASA cars took the green flag to start the 2000 season, it was a special moment for him. Alvarez is an executive for GM Powertrain, the division of General Motors which manufactures Vortec engines. And as he looked down on the field, he knew that, for the first time in ASA's rich history, every car was powered by a Vortec V8 motor.

ASA made the switch this season to a spec motor with the primary goal of reducing the costs involved in running the series. The thought was that reducing the expenses associated with engines would increase the overall car count. A Vortec engine costs approximately \$12,000, roughly one-third of what it cost for a new V6 engine last year. By most

accounts, the engine has been a big success this season. Car counts are up, and the motors have been quite durable.

What the switch to a spec engine has done, among other things, is force teams to concentrate more on other aspects of the race set-up. The engines are sealed, which means drivers and crews cannot make any adjustments. Also, before each race, each team receives a powertrain control module and are not allowed to make any electronic modifications.

The Vortec engines in ASA cars are very similar to the motors that power other GM vehicles like the Chevrolet Suburban and Corvette.





Martin De Fries Photo

Miller Working Through Challenges

Last season, coming into the race at the Minnesota State Fair, it looked as though Minnesota-native Mike Miller was finally in position to capture the ASA series title that has eluded him. He was first in the points on Labor Day 1999, and his third-place finish at the Fair only solidified his lead. But things unraveled late in the season, and Tim Sauter overtook Miller for the title. It's something Miller admits haunted him during the off-season.

"It was one of the most difficult periods of my life," says Miller.

Some people will look at something like this and turn it into a positive at some other point down the road. "I see nothing positive about it," notes Miller with a bit of a laugh.

The 2000 campaign has posed a new set of challenges for Miller. The new engine program and new tires have changed the way teams, including Miller's, prepare for races and make adjustments on race day.

"We're trying to figure out why we're not doing better than we are," admits Miller. "The more I think about it, the more I think that we've got kind of an institutional mindset. We've enjoyed success with a certain way we did things in the past, but those things no longer work. It's the old dog, new tricks thing. We're kind of struggling with that."

Miller does admit that the changes have had a positive effect on the entire series.

"It's very obvious that the car count is up and the racing is close," notes Miller about the changes this season. "From the series viewpoint, I think it's been very successful. I think that the motor program has turned out very much like ASA wanted it to. I'm of the opinion that although we've

had some really good races, I think we could have better races. I think that part of the problem is the combination of tires and engines isn't exactly right yet. I know that GF Goodrich is working on the tires, and there's been some discussion about maybe changing the motors a little bit.

"Our problem is that it's very difficult to pass, because everyone is very equal going down the straight-away," admits Miller. "The cars are very tight. It's very unusual to get the car loose anymore. It's my humble opinion that racing generally wants the chassis to play a bigger role in the competition."

Having said all that, Miller notes that he thinks things will be a little different at the Minnesota State Fair, because of the way the rough track surface affects tire wear. "I think that the Fair is going to be one of those race tracks where the engine really doesn't make any difference, because handling becomes very, very important at the Fair along with pit strategy."

Miller still has his eyes on an ASA championship, but he says his immediate goal is to win races, a strategy which admittedly can sometimes hamper a run for the points title. "I guess maybe I'm an aggressive enough guy or whatever that it's very difficult for me as a driver to look beyond the present race," says Miller. "Gary St. Amant and I talked about this a few weeks ago, and I complimented him on his patience. I'm not nearly as patient as he is. Of course, now his patience is really paying off."

But perhaps it's Miller's focus on winning each race that still makes him one of the most exciting drivers on the ASA circuit.



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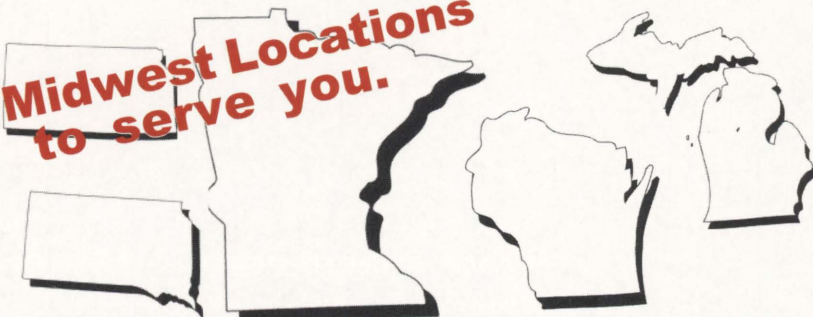


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CBR600F4

RIDER: **Nicky Hayden**

AGE: **18**

OCCUPATION: **High School Senior,
Team Honda Factory Rider**

TRACK: **Laguna Seca Raceway**

LOCATION: **Exit of the Corkscrew**

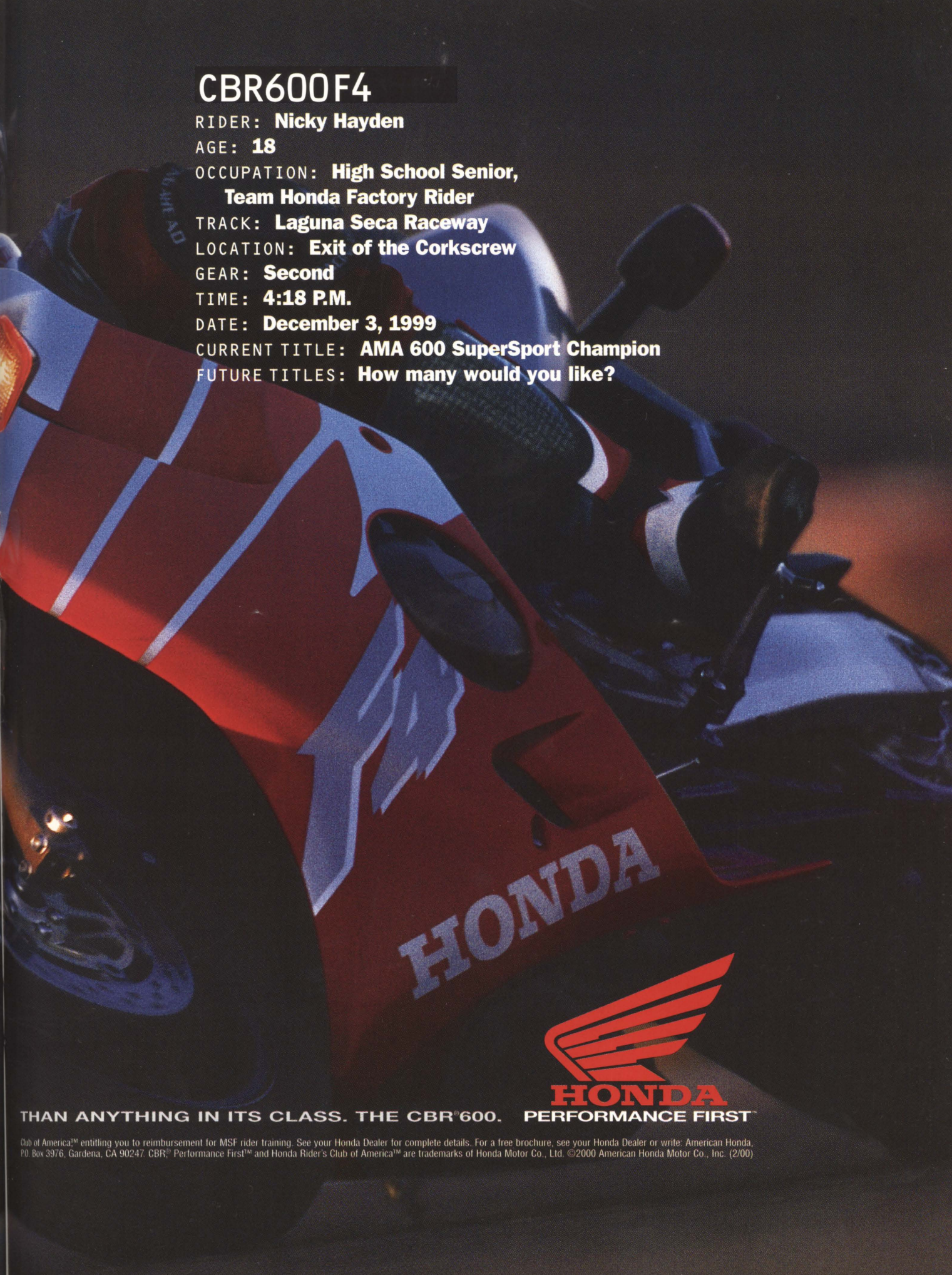
GEAR: **Second**

TIME: **4:18 P.M.**

DATE: **December 3, 1999**

CURRENT TITLE: **AMA 600 SuperSport Champion**

FUTURE TITLES: **How many would you like?**



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Photo courtesy ASA

Iten Motorsports Ready to turn the corner

In one year's time, Marty Iten has experienced the ultimate highs and lows of ASA racing. Last year, when he made his debut as a team owner at the ASA race in LaCrosse, Wisconsin, all his driver, Mike Eddy, did was win the race. A couple strong finishes later last year certainly raised expectations for this season.

The 2000 schedule, though, has brought Iten an unwelcomed dose of racing reality. With Eddy in the driver's seat, Iten Motorsports has often found itself in the wrong place at the worst times. By the middle of August, the team had already posted 5 DNFs. But you can tell when talking with team owner Iten that he is a winner and is not one to hang his head. Instead, he looks at the challenges this season has posed and tries to find ways to improve.

"It's just situations," said Iten. "Track position this year is more important than we really thought it would be."

Iten will field two teams for the race at the Fair. Eddy will drive the number 88 car, and Ted Smokstad, who drove last year's race at the Fair for Iten, will drive the number 10. Iten is well aware of the success these two drivers have enjoyed at the Fair, and he hopes it will translate into a top-three finish this year.

"Ted finished second in 1997, and Mike has won there two or three times," said Iten. "They've been on the podium, and they're both great drivers. I want to see Mike

pick up a win.

"We're going to go to the Minnesota State Fair just like we go to any race. We're just going to have to be consistent all day long. Tires are going to be an issue. It's a very coarse surface, so it will be interesting to see how the radials hold up. We've been at other tracks this year with similar types surface, and the tires have held up great." At this stage of the season, some owners might begin to publicly criticize their driver and team for a lack of success. But not Iten. He knows what he's got and how racing fortunes can change quickly.

"Mike's a seven-time champion," pointed out Iten. "He likes things done a certain way, and his ways do work. I just hope that come the State Fair that the set-up is right and easy for him to drive. That's the biggest focus - the set-up and the tires.

Iten is quick to acknowledge where his team has fallen short this season and where they can make up ground real quickly.

"The car at the end of the race - we need to be going forward and it seems like we're going backwards. If we have the car with 50 laps to go and are moving forward, that's going to put us on the podium. The last 50 laps of the race. That's what we really need to focus on - the tire condition, the set-up, making sure the car is right for the last 50 laps."

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Minnesota State Fair Qualifying Format Set

Following is the qualifying format that will be used to fill the field for the Miller Lite 300 at the Minnesota State Fair on Monday, September 4, 2000.

*The starting field will consist of 34 cars, with positions 1 through 20 filled with the top-20 cars in the 2000 car owners' points standings after Event 15 at The Milwaukee Mile (August 27, 2000).

*Positions 21 through 30 will be determined through two-lap qualifications by the remaining entered cars eligible for competition.

*Positions 31 through 34 will come from the current 2000 car owners' points standings.

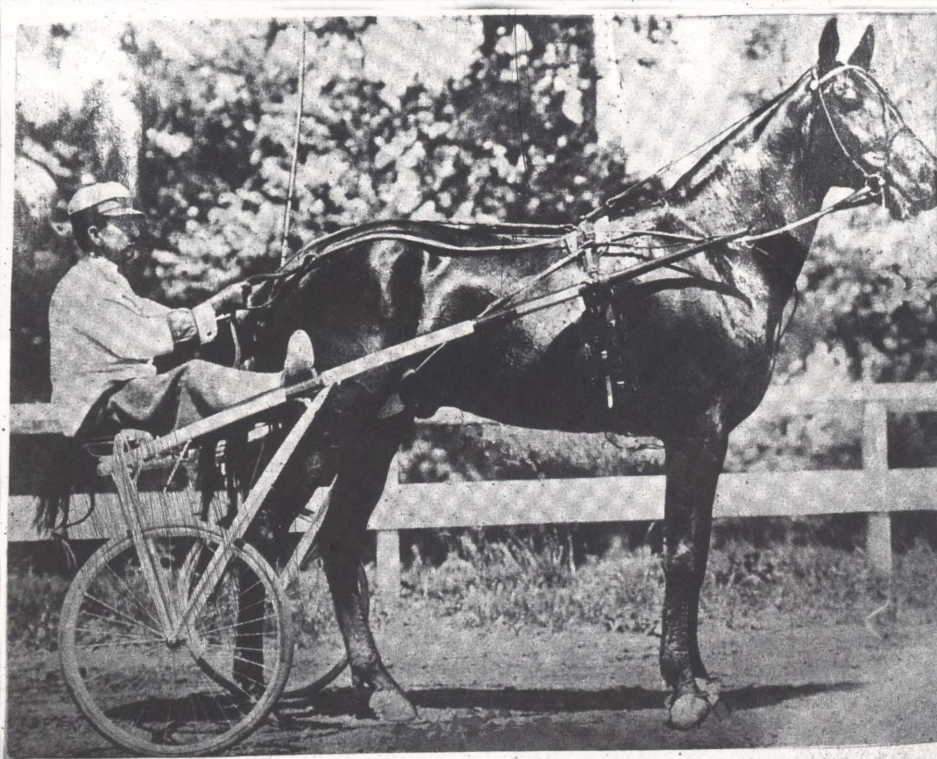
*All entered cars must have entered, been presented for and passed technical inspection at any of the previous 15 ASA ACDelco Series events in 2000.

*In the event of rain, the field will consist of 34 starters, with positions 1 through 30 filled with the top-30 cars in the 2000 car owners' points standings after Event 15 at The Milwaukee Mile (August 27, 2000) and positions 31 through 34 drawn from a lottery of the remaining eligible cars.

Minnesota's Racing Heritage

With Gale Frost

Gale Frost is the Minnesota State Fair's Historian with a particular passion for racing. What follows are some of his observations about historical racing figures connected to Minnesota and the Minnesota State Fair.



Dan Patch Photo Courtesy Minnesota State Fair

Dan Patch

Dan Patch was one of the biggest stories here at the Fair. We even have Dan Patch Avenue now. People will say, 'Who is Dan Patch?' They think Dan Patch was a person; Dan Patch was a horse, of course.

In 1906, Dan Patch ran the whole mile track at the Minnesota State Fair in 1 minute and 55 seconds. That was a world record at that time. In some areas, they wouldn't accept it, because he had another horse or two running alongside as a windbreaker. Most people accept that as the world record at that time, and it lasted for 30 years.

Alex Sloan

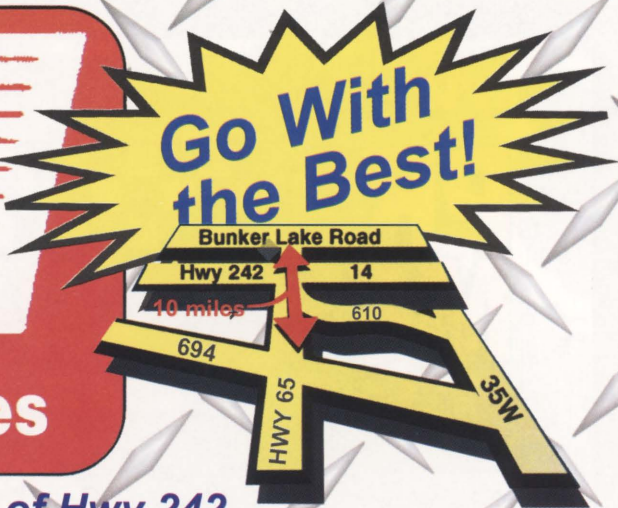
Alex Sloan was a great promoter of the old IMCA program. He controlled IMCA drivers. Alex Sloan was quite a character. If you can imagine a race promoter, a big heavy set man with a big checkered shirt and a gold chain - the description for the perfect race promoter - he looked like a race promoter.

He promoted the race at the State Fair for years, too. He had the first, well-organized racing group that went around to the Fairs. The big State Fairs around the country got together and elected a board and then they hired Alex Sloan to run racing at all these Fairs.

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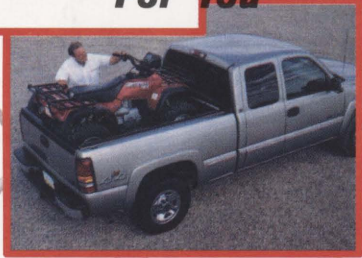
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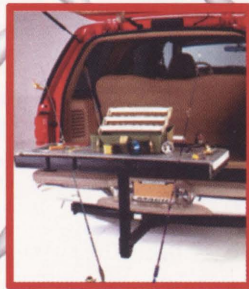
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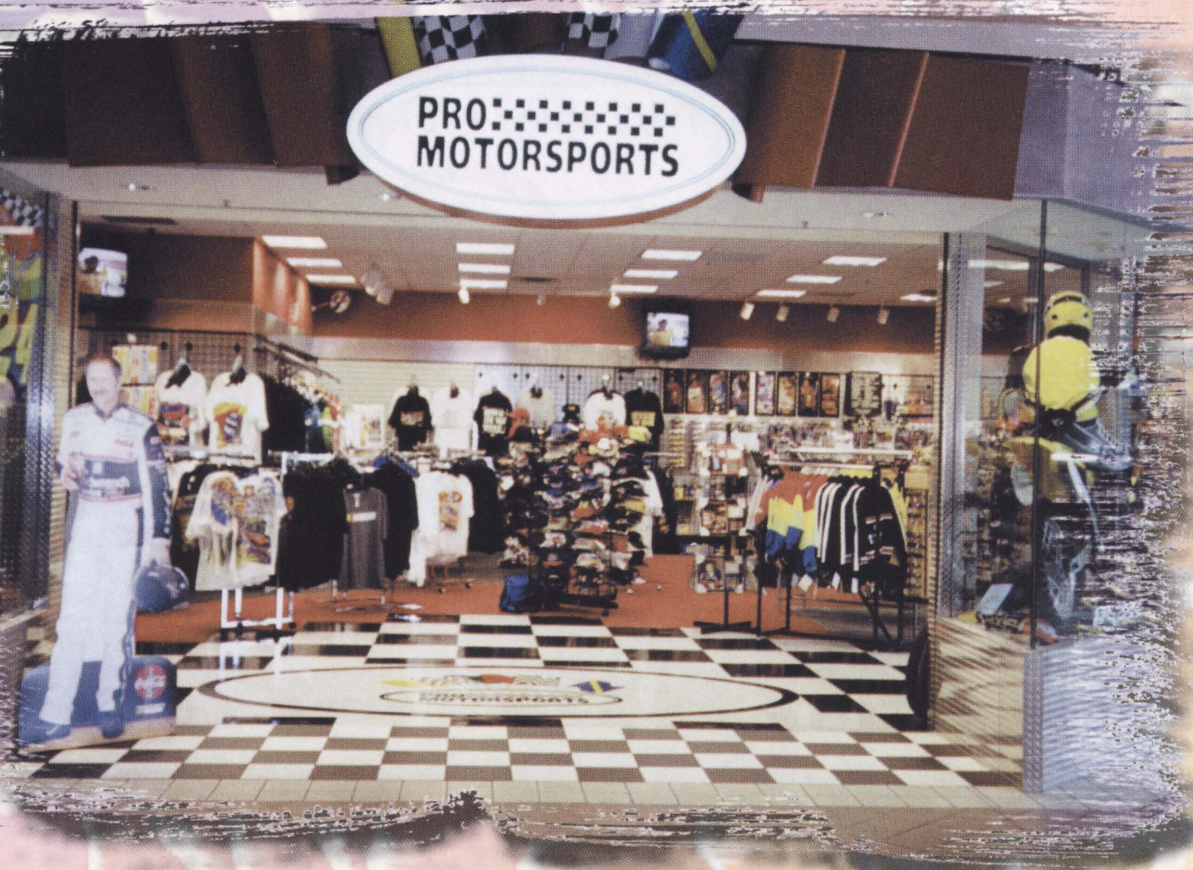
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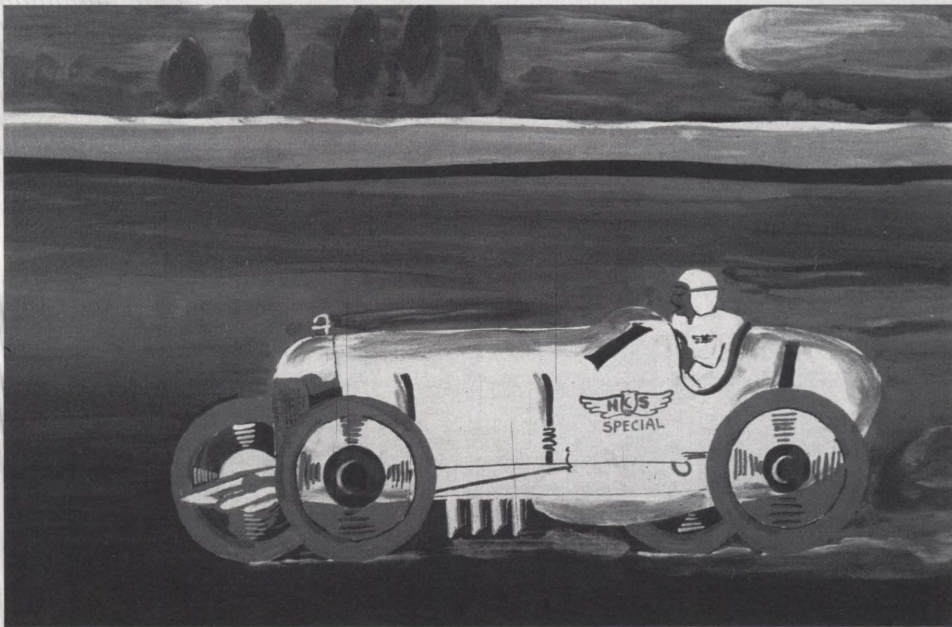
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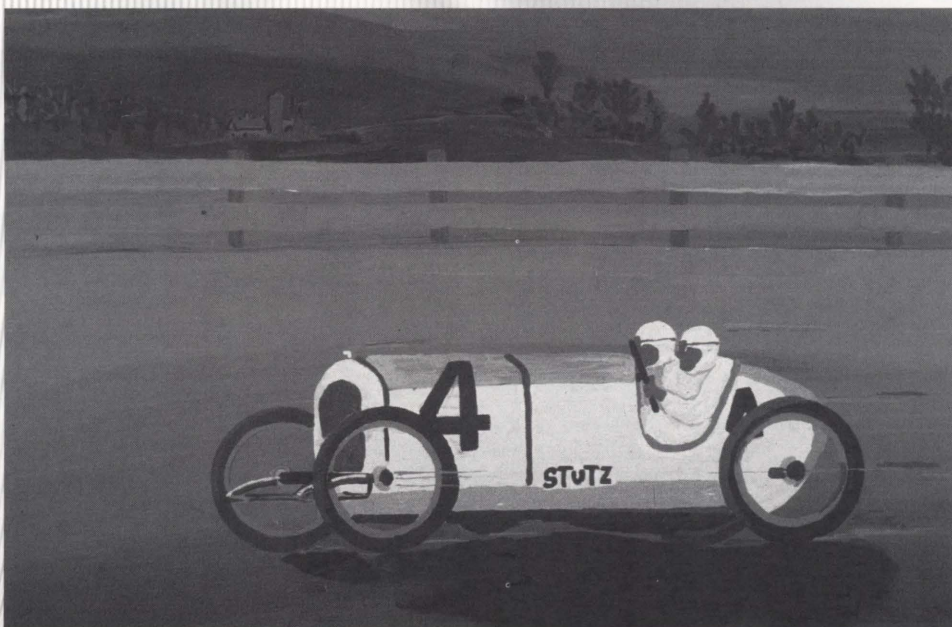
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Tommy Milton

Tommy Milton went to the old Mechanic Arts High School in St. Paul. He and a friend drove down to Indianapolis, when Milton was still in high school. He decided he was going to win the Indy 500, and he did (1919 and 1921). He was just a local St. Paul person who became very prominent in racing around the country. He also broke the world straight away record (156.03) in 1920. There's a good story about Tommy Milton. He and a fight promoter got into an argument one time about racing, and Tommy said, 'I can beat your car going down Summit Avenue with me pulling a Model-T Ford.' So they raced, and Tommy Milton won.



Earl Cooper

Earl Cooper won one of two races ever run at the Twin Cities Speedway (near the current site of Minneapolis-St. Paul Airport) in 1915. It was a banked two-and-a-half mile track with more banking than Indianapolis. The story was that they raced on the track before the cement had completely cured. So, the cement started to crack and buckle. They didn't make too much on the two races, so they just gave it up. (*Paintings courtesy of Gale Frost*)



NASCAR Weekly Racing Series

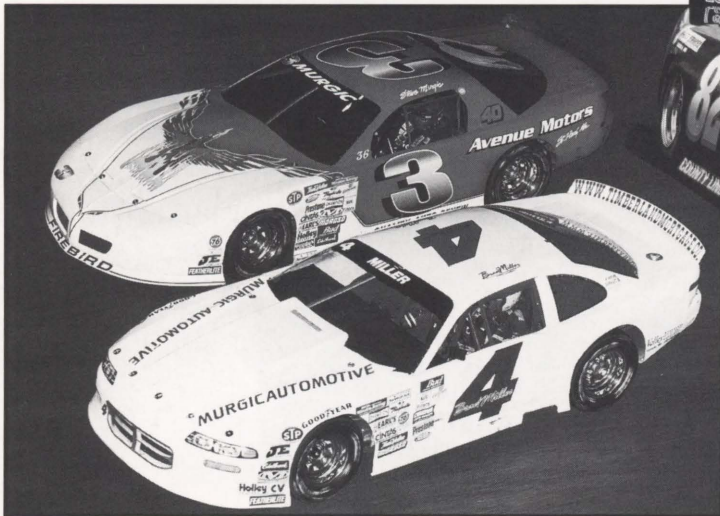
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Sun. Sept. 10 - BISQUICK presents
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Sat. Sept. 23, 2:00 p.m.
SNAP ON TOOLS presents MILLER BEER
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NWRS Rain Date (Sat. Sept 16 Fall Festival of
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Continued from page 10

have assembled the best of the best at this level of racing. We're on top of our game. This is a playground that we're comfortable playing in. We're content because of the vision that we all have for ASA.

Q: Where would you like ASA to go in the next five to ten years?

A: I believe that ASA in the next five years will be nationally recognized, much more substantially than they are now. I think we're going to see races on CBS. I believe that very strongly based on conversations that I've been part of. More and more sponsors are taking notice because of the costs and politics involved in the upper echelons of NASCAR, and

that's not necessarily meant to be a negative - it's just factual. People are looking for other alternatives that are cost effective. ASA, I believe strongly, is the biggest bang for the buck.

Q: How big is the race at the Minnesota State Fair to you and to ASA, and where would you like to see it go in the future?

A: I think it's the biggest, most exciting race of the year for the series, and certainly it is for us. I say that based on so much input I've received back from other competitors and other owners and ownership of ASA. It would be devastating, in my opinion, to motorsports in Minnesota to lose a venue like this. It's so special and so dear to so many.



**Minnesota driver
Jason Schneider
is one the newest
additions to
LaFavre Racing
Teams**

Martin De Fries Photo



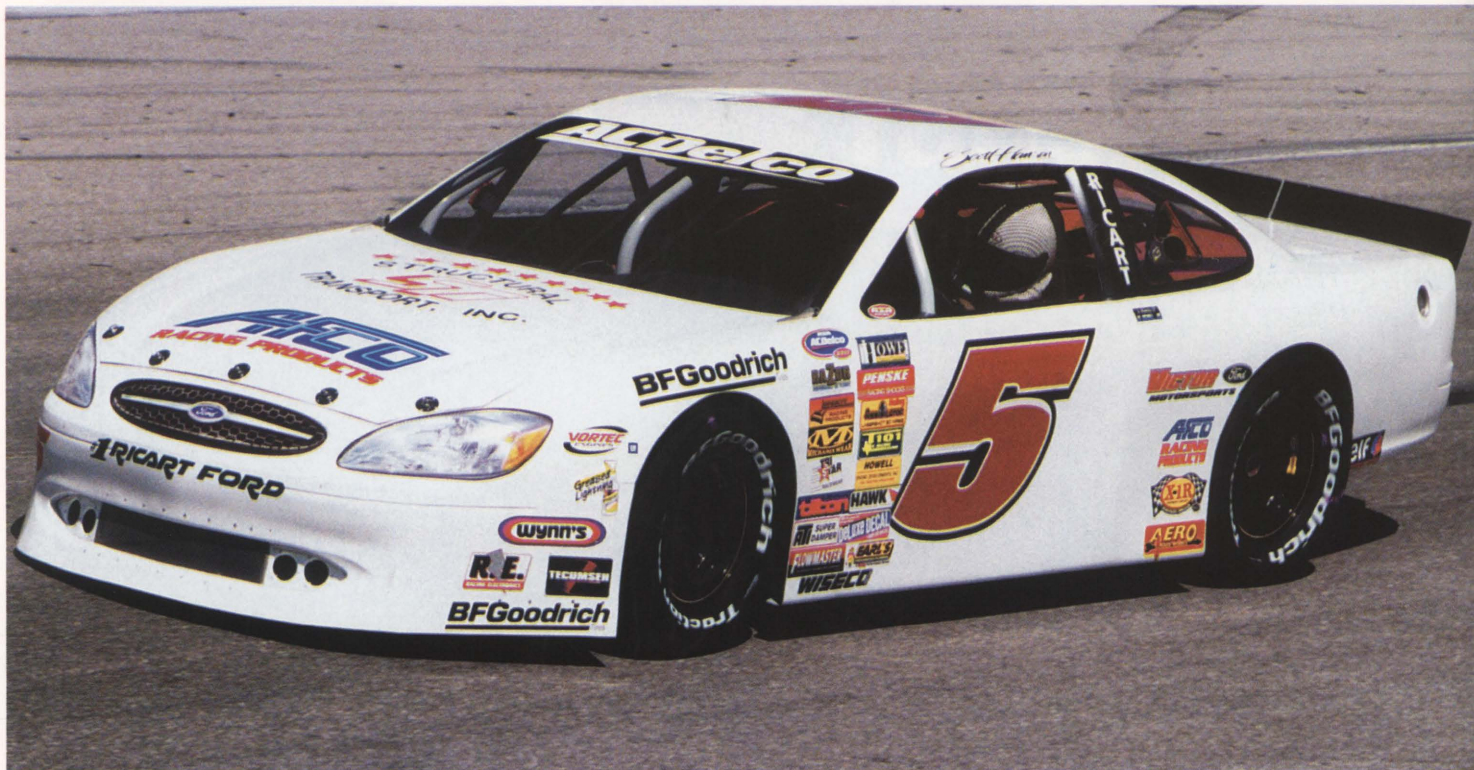


Photo courtesy ASA

Scott Hansen Is Back

After a year away from running the series on a full-time basis, Scott Hansen returned to ASA for the 2000 season. "We're just out here to see if we can get back into the series and be competitive where we left off," said Hansen before the season opener in Florida. "The series has changed quite a bit with the tire and engine rules, but hopefully we can pick up where we left off and win a few races and go after that championship."

Hansen is no stranger to success in ASA and has done particularly well in the ASA race at the Minnesota State Fair. He won back-to-back races in 1997 and 1998 and led until the final few laps in the 1999 contest.

"I just enjoy the place," noted Hansen. "It's our biggest crowd that we have. Being from Wisconsin - next door - it's just so much fun. I've never had a bad time. We go up early, take the kids and have a lot of fun. That's what the whole deal is supposed to be about - going and enjoying yourself."

This season is an especially interesting one for ASA with five past champions competing for the title. Throw in drivers like Hansen, Mike Garvey and Mike Miller, and it's one of the best fields ASA has offered in years.

"It's not greater than it's been since I've been in the series," admitted Hansen. "I started with Trickle and Wallace and Martin and those guys. It didn't get any better, but right now it's as close as it's been. We're trying for the same thing - everybody's trying for a championship. We'll just have to see what team does its homework better and gets it done first."

Scott Hansen has won a lot of races in his career but admits there's one thing missing from his record. "I've won races in every series everywhere in the country, so I guess it's about time we buckle down and try to win us a championship. I still like to win races. A championship would be wonderful, but winning races means more to me than anything."



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The Harry Kern Award A look back with 1999 winner Neil Larson



Martin De Fries Photo

Neil Larson (center) is seen here discussing world affairs with ASA veterans Gary St. Amant (left) and Mike Miller (right).

Neil Larson promoted the race at the Minnesota State Fair for 25 years, and last year he got the recognition he deserved when he was given the Harry Kern award. The prestigious award is given to an individual who has made a big contribution to the race at the Fair.

"I guess I felt real strongly about the award because of the other people who had received, people I had worked with for 25 years - Roy Iten, Dick Cossette, Mike Heffron," said Larson. "It made me proud to be in that class."

Larson moved to North Carolina last year to oversee Galaxy Motorsports, the team that fields the number 75 car currently driven by Wally Dallenbach on the Winston Cup circuit. Even though his focus today is obviously on running Galaxy Motorsports, it doesn't take long to realize that he still has a fond place in his heart for the race at the Minnesota State Fair. During his 25 years as a promoter, Larson helped make the race at the Fair the premier stock car event in Minnesota and the biggest race on the ASA schedule.

"I know this - I gave it everything I had," admitted Larson. "I made some mistakes, I'm sure, but I always had the interest of the Fair at heart. I was very intense that we continue racing and that it be at a high level. I was quite instrumental in the NASCAR exposure that we had. I've been very fortunate down over the years to develop relationships that helped me along the avenue of bringing in NASCAR people. The support from the management at the Fair was phenomenal.

"We tried a lot of things," added Larson about the history of racing at the Fair. "When I first went there 27 years ago, we raced every day. In the middle of my tenure there, we raced sometimes in the afternoon and then got ready for a concert that night. There again, things have changed so drastically. Concerts will now have five semi loads of equipment."

What has helped make the race itself so successful and what can be done to build upon the race's success in years to come? "We know that there's a decent facility there," said Larson. "We know that it needs some work, but it's needed some work for years. We've put on big-time races there for years when the track is worn out. In one sense that's what brings out the driver in these drivers when they come up there. It's not a matter of running around on beautiful asphalt; it's running on marbles. The pit situation is real tight."

But there's more to the equation, according to Larson, than just the race itself.

"You know the ASA guys in NASCAR...have a real spot in their heart for the Minnesota State Fair because of the total picture - the Fair, the beautiful setting. Butch Miller talks about the corn he had there. It's a situation they point to yearly to bring their kids and relatives. It was a place they knew they could look up into the stands, and they would be playing to a lot of bodies. Like last year, Kenny Wallace was just tickled to be there."



Martin De Fries Photo

Ricky Johnson

Ricky Johnson successfully made the transition from off-road racing to circle track racing last season. In his first year in ASA, he captured 'Rookie of the Year' honors, something his teammate last year, Jimmie Johnson, had done the prior year. Earlier this year, Johnson talked about some of the challenges of the sophomore season.

Q: After winning 'Rookie of the Year' in 1999, what are your goals this season?

A: As a rookie, you're entitled to make certain mistakes and you get a little leeway in terms of not getting the pole or not making a race. We accomplished our goal of winning 'Rookie of the Year' so a lot of that stuff is overshadowed. This year, it's important for me to keep qualifying up front, get the poles and start winning some races. When you're taking those chances, as close as the field is, you're right on the brink of making a mistake. You've got to push the envelope harder. Those are my challenges - start qualifying on the pole and start winning some races.

Q: What was the biggest change in switching from off-road racing to circle track racing?

A: Learning patience was the biggest challenge. From the other sports I came from - stadium racing, motocross, supercross - I just pretty much attacked everything I did. You didn't worry about wearing out tires. In 200 or 300 lap races, you have to pick your moves but you can't wait too long.

Q: You've really become a spokesperson for the new GM Vortec 5700.

A: I have been involved with GM Powertrain for a long time. Stadium trucks and desert trucks. Now, I'll be racing three different applications. Obviously ASA with the ASA Vortec 5700. I'll also be racing an ASA car modified for Pikes Peak.

Q: How was it testing the new engine?

A: I always enjoyed testing. I did a lot of testing when I was younger with the motorcycles. I enjoy watching a motor develop and the small changes that we make to make it better. We didn't have to do much to the 5700. It just kept running and running. We just had to change a few things that would be adapted to the street engine. It gives the racer a chance to be a test pilot - you kind of feel like the Chuck Yager of auto racing.

Q: What comes to mind when you think of the race at the Minnesota State Fair?

A: A lot of people don't like it, because it shreds tires so bad since it's only raced on once a year. It's a great audience, it's tight, and it's all the things that people love and hate about short track racing. A tight pit area, the track is bumpy and I loved it. I look forward to going back, because I think it's a driver's track.

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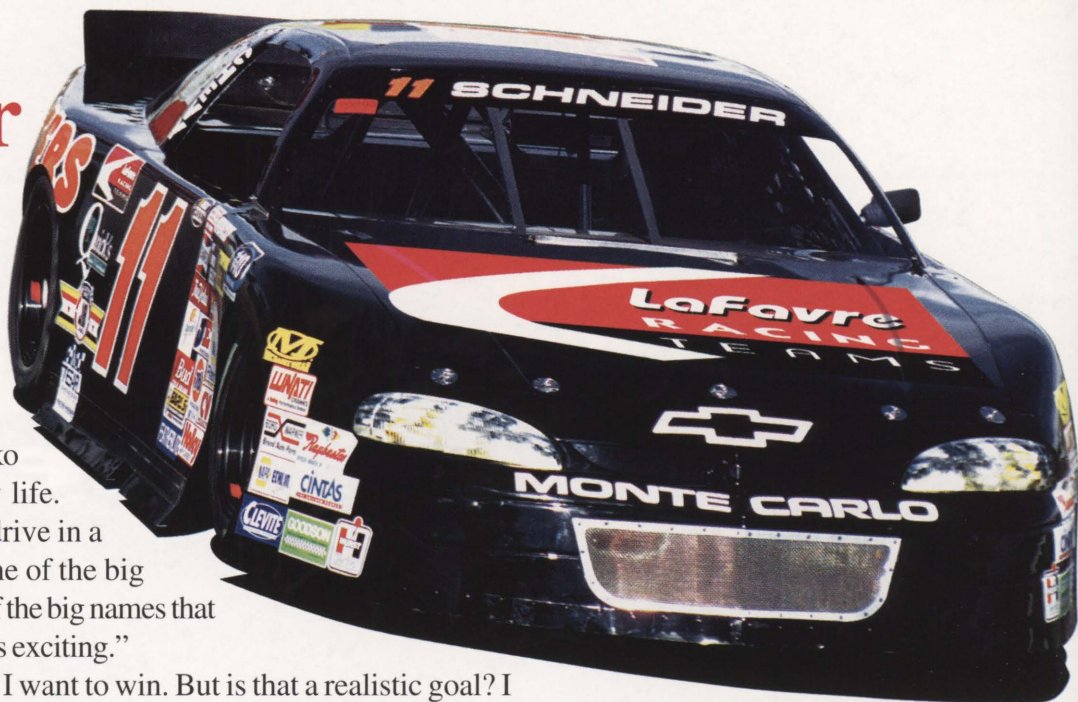
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Jason Schneider

Thoughts on racing at the Fair: "It's a dream come true for me. For the most part, I thought I was going to be stuck here (at Elko Speedway) the rest of my life. Now to get the chance to drive in a national division with some of the big names in racing and some of the big names that have come from ASA, that's exciting."

Goals: "In all honesty, I want to win. But is that a realistic goal? I guess I don't feel like I unload my car or anyone's car going somewhere without the thought of winning the race. Whether I'm a rookie or not, I've got ideas of how I'm going to get myself accustomed to the car as quickly as possible. I feel like he (Scott LaFavre) believes I can win it, too, because he's giving me the best equipment."



LOCAL FLAVOR



Martin De Fries Photos

Paul Paine

Thoughts on racing at the Fair: "The biggest challenge is that the top-20 starting spots are based on points. We've got to make the race this year. Last year we, they did a different type of provisional. We qualified 23rd but still didn't make the race. Some of it went by points, too, so it's tough."

Goals: "To run in the top-5. We've got a pretty good set-up for the State Fair. I don't know if it's going to work with these new tires."



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